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THE RAILWAY GAZETTE
33, TOTHILL STREET, WESTMINSTER, S.W.1.

Compensation for Railway Employees

TWO statutory instruments have been before Parliament during the past week dealing with the compensation to employees of undertakings transferred to the British Transport Commission. These are the Transferred Undertakings (Compensation to Employees) Regulations, 1948, and the Transferred Undertakings (Pensions of Employees Losing Employment) Regulations, 1948. These regulations apply to officers or servants of railway and canal undertakings or of the Railway Clearing House. The first of these deals with compensation of those persons adversely affected by the transfer, and the second for the preservation of the approved pension rights of those who may suffer loss of employment in consequence of a transfer where the cause of such loss arises not later than ten years after the transfer. The accrued pension rights follow the same pattern as existed before the loss of employment, including the right to the payment of a lump sum or an annual payment on reaching retiring age, or becoming disabled, a death benefit, or a widow's pension, where there was such a right in the previously existing scheme.

* * * *

Higher Coal Prices

On Monday last the price of coal to the railways and to other industrial users of high-grade fuel was increased. Lower grades of coal, mainly "untreated smalls," were reduced by amounts varying from a few pence to as much as 15s. a ton. In the case of special high-grade fuels the advance in price was of 4s. and 5s. a ton, and grades normally used by industry were advanced by 3s. a ton. The object of the adjustment in prices is to correct some of the distortion in the price structure which has resulted from flat-rate increases, now totalling 26s. 6d. a ton, which have been imposed since 1939. The Coal Board hopes that the price adjustment will stimulate the use of inferior coals and induce industrial consumers to install plants to use the lower grades. This move is likely to be followed by other similar adjustments later in the year. The effect of the increase in coal prices so far as the railways are concerned, must be to increase the burden of costs, which it would seem inevitable must soon be reflected in an advance in charges if economic working is to be achieved. The annual report of the Coal Board is the subject of an editorial article on page 91.

* * * *

Railway Catering Wages Agreement

After long negotiation between the Railway Executive and the National Union of Railwaymen, agreement has been reached on rates of pay for hotel, refreshment-room, cellar and stores staff, and restaurant-car depot staff. *The Railway Review* states that copies of the agreement have been sent to all branches of the N.U.R. concerned. When the Wages Regulation (Licensed Residential Establishment & Licensed Restaurant) Order, 1948, came into operation on March 1 this year, it prescribed minimum rates of pay and conditions of service for staff employed in licensed hotels and restaurants, railway refreshment establishments, and so forth. The union claimed that the rates laid down in the Order were minima and that where a higher class of service was provided, as in railway hotels, there should be higher rates. The varied rates obtaining in the hotels and refreshment rooms were given consideration, and the National Union of Railwaymen claims that the agreement meets the special requirements of special catering services. It lays down varying rates of pay for the staff, including restaurant-car depot staff. In a few cases staff already receiving a higher rate of pay than those laid down in the agreement will be safeguarded by a special clause which allows them to retain their present rate as a personal rate.

* * * *

Thirty-Five Years of the Lötschberg Railway

After unforeseen difficulties in completing the Lötschberg Tunnel (9 miles 140 yd.), the section of the Berne-Lötschberg-Simplon Railway between Frutigen and Brigue was opened just over 35 years ago, on July 15, 1913. The railway placed Berne on a new international route from Paris to Italy *via* Brigue and the Simplon Tunnel, as well as providing a through connection with Interlaken by the branch from the main line

at Spiez. In the current summer timetable, through carriages are operated from Paris to Milan and from Calais to Interlaken by this route, while through services originating on the Berne-Lötschberg-Simplon Railway itself run from Berne to Rome, Milan, and Genoa. The through trains use the Swiss Federal Railways main line between Berne and Thun, although the company has its own route between these two points by virtue of the fact that it operates the associated Gürbetal Railway *via* Belp. The latter line, however, is used mainly for local traffic, being single-track. From Thun to Frutigen the B.L.S. incorporated an existing railway into its main route. The distance from Thun to Brigue is 52·3 miles, and in the 37·8 miles between Frutigen and Brigue there are 35 tunnels and 22 bridges and viaducts. The B.L.S. was the first of the standard-gauge trans-Alpine railways to be worked electrically from the outset, and has been prominent in the adoption of electric locomotives representative of the latest developments, such as the 4,000-h.p. Bo-Bo machines described in our August 16, 1946, issue.

* * * *

Overseas Railway Traffics

Paraguay Central traffics gained G38,004 in the last week of the financial year ended June 30. The aggregate increase on June 25 was G227,188, and in the first two days of the new year beginning July 1 the improvement was G3,181. Taltal receipts in June were £8,770, an increase of £2,565, and operations for the whole year brought a gain of £46,870. G.W. of Brazil earnings have shown some fluctuations recently, but were £24,200 up at the end of the half-year in spite of a decrease of £7,300 in the week ended July 3. In the next week there was again a decrease, although on a smaller scale, the reduction in comparison with the preceding year being £3,600. Leopoldina results have shown some heavy declines of late, losing £20,325 in the 26th week (ended July 3), and being at that date £332,763 behind the previous year. Antofagasta traffics rose by £11,710 in the 26th week, with an advance on aggregate of £328,410. This was followed by a gain of £10,900 in the next week. United of Havana receipts have continued to compare unfavourably with the preceding year, but at June 26 still showed an improvement of £280,124 on the aggregate.

* * * *

Restoration of Malayan Railway

Among a series of papers presented to a conference on civil engineering problems in the Colonies held this week by the Institution of Civil Engineers is a contribution by Mr. John Owen Sanders, A.M.I.C.E., on the rehabilitation of the railway system in Malaya. The largest undertaking is the restoration of the East Coast line, which involves relaying 200 miles of track and the rebuilding of 12 major bridges. Between Mentakab and Kusial, the track had been removed by the Japanese, and on this section the formation had been used as a roadway, with the result that much of the stone ballast had been compacted into a semi-macadam surface. Special efforts have had to be made to recover as much as possible of the existing stone on account of the fact that the nearest quarry for the supply of ballast is 90 miles south of Mentakab, and that the cost of broken stone is now over three times what it was before the war. Relaying is proceeding on the prefabricated method, track being assembled in 24-ft. lengths of 60-lb. rails with sleepers attached by elastic rail spikes, and then loaded on to two track-laying trains each consisting of seven flat wagons. By April this year, the first 16 miles northwards from Mentakab had been opened for traffic and the relaying depot moved forward to the new railhead, whence further reconstruction is now proceeding.

* * * *

Preparing for Gauge Standardisation in Africa

Another subject of great topical interest covered by the papers presented to the foregoing conference was that of establishing a unified gauge in tropical Africa (that is, from Anglo-Egyptian Sudan in the north to the Dominion of South Africa in the south). This was dealt with by Mr. Richard William Foxlee, C.B.E., M.I.C.E., who showed that the present railway situation in the territories concerned makes it necessary for 3 ft. 6 in. to be the controlling gauge. There are, however, some 4,600 miles of metre-gauge line, of which 2,900 are in Kenya, Uganda, and Tanganyika. Mr. Foxlee recalled that the question of gauge conversion had been raised by the Crown Agents for the Colonies during 1926, and that a final report on the subject was issued in January, 1941. Although the war and its aftermath affected the period in which such proposals could be realised, certain practical steps are being taken continually. Among them have been the supply of steel sleepers designed to be suitable for gauge widening, and the preparation for easy conversion of vehicles having different types and heights of coupling and buffer equipment. With regard to the actual conversion of locomotives and rolling stock to the new gauge, Mr. Foxlee said that the axles of all new carriage and wagon stock were designed so that the wheels could be removed and reset to the wider gauge readily. For locomotives, it was decided to use a wheel centre so that the rim portion could take a tyre set to either gauge. Something like 500 miles of permanent way were suitable for conversion already, said Mr. Foxlee, as also was nearly a quarter of the locomotives and wagon stock and nearly half the coaching stock.

* * * *

Prefabricated Relaying at Waterloo, Southern Region

On Monday of this week, July 19, the Engineers of the Southern Region relaid the whole of the track at No. 5 Platform at Waterloo, between the morning and evening rush-hour periods. Work began at 11 a.m., and, four hours later, 840 ft. of track had been relaid with 60-ft. pre-assembled units by the latest type of track-laying machine, operating from the adjacent road at No. 4 Platform. This method of relaying was used, with great success, in Polhill Tunnel, earlier this year, when over 1,000 tons of old track were renewed. The renewal at Waterloo was part of the normal maintenance programme, but was carried out during the day to afford the public an opportunity of seeing the progress made by British Railways in this type of work. Free access was granted to No. 5 Platform, between 11.30 a.m. and 2.30 p.m., and, judging by the crowds that assembled, the facility was highly appreciated. Several of the visitors expressed surprise at the speed at which the work could be carried out with modern equipment.

* * * *

Western Region Bridge Rebuilding

A skew bridge with a span of 50 ft., carrying four mineral tracks over Western Region relief lines at Maesglas, Newport, recently has been completed, and various stages of the work are illustrated in other pages this week. The original bridge, built in 1884, consisted of wrought-iron main girders and cross-girders with steel trough flooring. This bridge was strengthened and the flooring renewed in 1924. There is heavy traffic over and under the bridge and the structure is subjected to engine fumes to more than ordinary degree. Special interest attaches to the new bridge because it consists of steel main girders and reinforced concrete deck units. The latter were precast at the Taunton concrete depot, which was described in our November 14, 1947, issue, and the largest units are 35 ft. long by 4 ft. 8½ in. wide by 2 ft. 5 in. deep, and weigh 30 tons. The total weight of the precast units is 475 tons. The weight of the units, together with site conditions, called for the use of two 45-ton steam cranes, and the operation was carried out during two consecutive weekends. Mr. E. C. Cookson, Divisional Engineer, Newport, was responsible for the work, under the general direction of Mr. A. S. Quartermayne, Chief Engineer of the Western Region.

* * * *

4-6-4 Locomotives for Victorian Railways

The drawings of the first of the "R" class 4-6-4 locomotives, designed to replace the "A2" class on main-line country passenger service, are nearing completion by the Victorian Government Railways rolling stock branch, and construction is to be undertaken by the Newport Workshops. The new locomotive will have a boiler pressed to 210 lb. per sq. in. and at 85 per cent. h.p., tractive effort will be 32,000 lb. All-steel construction is to be used for the boiler, which is to have a

welded firebox and two thermic syphons; grate area will be 42 sq. ft. and the total heating surface 2,707 sq. ft. Dimensions of the cylinders will be 21½ in. dia. by 28 in. stroke, and valve gear will be of the Walschaerts type. Roller bearings are to be fitted on all axles and the 6 ft. $\frac{5}{16}$ in. dia. coupled wheels will be to a new design which gives strength with minimum weight. The rigid wheelbase will be 12 ft. 10 in. and total wheelbase of engine and tender 67 ft.; the frames, which are to be of the cast-steel bar type, will be made in Australia. The tender is to be carried on two 4-wheel bogies and will be of fabricated welded design, according to *The Commonwealth Engineer*, to which journal we are indebted for the foregoing information.

* * * *

First Year of Coal Nationalisation

THE annual report* and statement of accounts of the National Coal Board cover the year 1947. This is the second report of the Board, but the first of the coal industry under public ownership. The document begins at the vesting date, January 1, 1947, when the coal mines changed hands and the Board took charge.

So far as concerns the financial result of the first year's working of the mines, the report contains no surprise, for the deficit of £23¼ million had been an open secret for many weeks. In part, the Board points out, this loss was incurred through importing coal from the United States of America and Poland at the Government's request, and at world prices, and selling it at the lower United Kingdom domestic market prices. Further, attempts to offset losses by increasing the price of coal were not always approved by the Minister in full or as speedily as the Board would have wished.

Production from the mines in 1947 was 187 million tons, an increase of 6 million tons or rather more than 3 per cent. compared with 1946. The cost of producing coal increased by 4s. 3d. a ton, and the main items in this advance were wage improvements and other benefits conceded to the workmen, and increased cost of material and stores. The first accounted for 2s. 6·4d. and the latter for 11·9d.

The principal factor in the increased cost was the five-day week and there can be little doubt that the Minister was over-optimistic in his assessment of the effect of this concession on output. The Board pertinently points out that the success of the shorter week "depended on a general acceptance of increased tasks. . . . The response to the appeal by the Board and union for greater tasks was disappointing." The loss incurred by the purchase of foreign coal was comparatively small, but it is clear that the Board was not able to earn enough from its domestic coal sales to cover more than a relatively small part of the cost of maintaining the industry's equipment in its present state.

One very welcome feature of the annual report is the form of the accounts which it is hoped may set a precedent for other nationalised industries. The accounts distinguish, as indeed they are required to do under the Act, between the financial results of the colliery and other main activities of the Board, and give information separately for each of the 48 areas in which the collieries are organised. The profit and loss account and balance sheet are drawn up on lines which, so far as is possible, are very similar to the best commercial practice; moreover, figures are given of sales and turn-over and costs of operation which go into far greater detail than would be possible or desirable in a competitive privately-owned business. It is to be hoped that when the British Transport Commission prepares its annual report for the first year of operation of nationalised internal transport it will not prove less forthcoming in the provision of information than has the National Coal Board.

Pointing out that the coal industry, more than any other, is dependent on efficient transport, the Board records that it has set up a transport branch within its marketing department. This branch is represented at headquarters, divisions, and the more important areas. The transport organisation at headquarters is in close touch with the railway headquarters and holds regular meetings with the operating superintendents. At divisions the Board's transport officers collaborate with the officials of the railway divisional headquarters responsible for traffic arrangements over wide areas. Transport officers at area headquarters provide links with district officers of the railways. Individual collieries continue to deal directly with local railway officials in day-to-day matters as in the past. The machinery for liaison between the coal industry and the railways is now therefore complete—in all the main coal producing areas of the country and at every "level" of organisation. Standing liaison committees, representing the Board and the railways, had been established by the end of the year in all the Board's divisions.

When the report was issued, Lord Hyndley, the Chairman, made some comments on a number of aspects. He said that in the last six months the financial position had improved and during the first quarter of 1948 the collieries made an operating profit. Figures issued later confirmed that for the first quarter there was an estimated net surplus of £501,154. He explained, too, that there had been changes in the organisation of the Board itself. It was no longer a completely "functional" board; four of the nine members had no responsibility for a department. The report of Sir Robert Burrows and his Committee, now engaged in studying the Coal Board organisation, was awaited, and whatever the outcome of that report might be, Lord Hyndley said he was sure that the organisation would continue to evolve. The report itself contains an organisation chart of the Coal Board as it was in 1947. It also gives a table of salary scales and ranges and a wealth of statistics.

* * * *

Wagon Turn-Round on Soviet Railways

IN a recent issue of *Soviet News*, which is published by the Press Department of the Soviet Embassy in London, some details are given of the methods applied on the Soviet railways to accelerate the turn-round of wagons. The article stresses in several places that the methods adopted are possible "only in a planned Socialist economy," but they do not appear to be so very different from those which have been put into practice in this country and others. It states that in 1947 the average time for the turn-round of wagons was decided by the Government at 8·8 days. During pre-war years the Stalin Five-Year Plans, added to improved technical equipment of the railways, resulted in a large increase in freight traffic; turn-round time, it is stated, had been halved, and by 1940 averaged 7·4 days. The intervention of the war and the dislocation resulting from the German occupation, together with the increased length of hauls due to the shifting of industries to the East, slowed wagon movement. In the post-war Five-Year Plan the acceleration of wagon turn-round is recognised as a major problem. The Law under which the Five-Year Plan is being implemented, requires the acceleration of wagon turn-round from 10·9 days in 1945 to 7 days in 1950. This should provide an average of 35,000 wagons for loading each day.

Dealing with the methods used on the Soviet railways, it is stated that the technical plan compiled by the Ministry of Railways "provides for a flow of goods traffic over all possible routes to prevent bottlenecks and correctly distribute the sorting of wagons between the stations. For the first time in the practice of railways anywhere in the world, a single plan for the make-up of trains has been drafted to the whole network, with a handling norm for each technical station." It is added, however, that the chief method of accelerating wagon turn-round is the despatch of trains with all wagons to one destination. The loading of individual wagons at several stations, and their collection at one station for despatch as a single train, is described as the most progressive method for the organisation of goods traffic. In the course of the next few years it is expected to send 70 per cent. of all goods traffic by trains travelling from point of origin to destination without handling.

The reduction of idle standing of trains for loading and unloading has been affected mostly by mechanisation of goods handing. Last year, is is stated, 47 per cent. of all loading was done by machinery, and this percentage will be raised to 75 by the end of the Five-Year Plan. It is added that coal loading has been mechanised 90 per cent. and a decision taken to raise this to 100 per cent.

* National Coal Board: Annual Report & Statement of Accounts for the year ended December 31, 1947. H.M. Stationery Office. Price 4s. 6d.

Delays in Groundnuts Transport

UNTIL recent years the groundnut was familiar in this country mainly to the limited numbers who studied the commodity market reports. The world shortage of fats brought it into prominence as an ingredient of margarine, and the suggestion was heard that abundant crops were available in Nigeria, but that the capacity of the railway was insufficient to clear them to the coast. At this point a diversion was created in the public mind by an ambitious project on the part of the British Government for raising still more groundnuts in Tanganyika, wisely combined, as it seemed in view of the Nigerian difficulties, with the construction of a railway and harbour for their shipment overseas. Meanwhile, it appears from the recently published "Fifth Report from the Select Committee on Estimates"* that enough groundnuts to produce an ounce of margarine a week for the population of the United Kingdom for a year will have accumulated in the Kano area, from the crops of previous years, by next November.

The report finds that there has been no fault on the part of the management of the Nigerian Railway, which made early and adequate representations (described in a memorandum from the General Manager) for replacements of locomotive stock. These could have been met as far as locomotive building capacity in Great Britain was concerned, but there was "a complete breakdown of the organisation in London for arranging priorities." Twenty locomotives were shipped to Nigeria recently, and were described in our May 7 issue. The history of the order is traced in the report.

A list of Colonial railway requirements in 1945, including 11 main-line locomotives for Nigeria, was placed by the Crown Agents with the Ministry of Production as early as October, 1943. In November, 1944, the order was allocated by the Ministry to a manufacturer, whose works were not capable of making engines of the required design, and it was not until August, 1945, that a suitable manufacturer was found. At the same time, the Nigerian Government asked for the order to be increased to 20 locomotives. It was urged strongly by the Colonial Office, supported by the Ministry of Food, that the Nigerian orders should be given priority in the production programme of 1946, but it was then discovered that the firm finally selected by the Ministry to build the locomotives had begun work already on an order for between 50 and 64 locomotives for the L.N.E.R., which had never been authorised in the official programme of production, and it was too late to stop it. As a result, the Nigerian order was put back for delivery to August, 1947, and the 20 locomotives were shipped eventually on May 12 this year. In the meantime, in June, 1947, 14 locomotives arrived in Nigeria from Canada, 13 months after the placing of the order.

The report states that the 20 locomotives recently despatched represent only a small part of what is needed, there being an equally acute shortage of wagons and other rolling stock. Fifty coal wagons indented for in October, 1944, were shipped in May and June this year. With the help of these, and a supply of springs to maintain existing wagons, it will be possible to increase the movement of groundnuts from 17,000 to 30,000 tons a month. Even so, there will be a balance of 175,000 tons of old crop remaining to be moved at the beginning of November this year, and if arrears are to be cleared by November, 1949, an additional nine locomotives and 160 25-ton wagons must be delivered in 1948. These calculations take no account of the increased production which will have to be moved if any large-scale schemes of development are undertaken, as a result of the recommendation of two areas in Northern Nigeria as suitable for intensive groundnuts production made by a mission which visited the Gold Coast, Nigeria, and Gambia, in 1947.

The General Manager's memorandum, which is printed as an appendix to the report, records the expeditious manner in which an order for 0-8-0 shunting tank locomotives is being dealt with by the Hunslet Engine Co. Ltd., which in 1946 delivered 11 of these locomotives ordered in September, 1944; and earlier this year supplied two out of a further order for four placed in July, 1946. Delivery of 12 more ordered in February, 1947, has been promised at the end of the current year. Late last year, the Crown Agents offered the railway two 2-6-2 tank locomotives which had been built for a South American railway, but could not be delivered to that system. An acceptance was cabled on September, 24, 1947, the locomotives being complete with the exception of certain fittings and alterations, but no more had been heard of them at the time the General Manager wrote his memorandum.

Railway rolling stock is required urgently as well, and the railway undertook to carry out extensive additions to the wagon shops for the maintenance of existing vehicles. It will be necessary to rebuild 370 wagons as well as coping with regular maintenance work, but it appears that the administration is unlikely to receive machine tools for the workshops extension in less than two years. In another 12 months all the American lend-lease wagons will be out of service, and although the administration now has the workshops space and timber for rebuilding, it is unable to proceed with this work through the lack of machine tools. The General Manager fears a corresponding drop in the movement of groundnuts if the railway is unable to rebuild these wagons and get them back into service by the end of 1949. Speaking of the accumulation of crops in Nigeria, the General Manager says he regards it as "iniquitous that such an enormous tonnage will have to remain in Northern Nigeria when the need in the United Kingdom and Europe is so great." Given the extra nine locomotives and 160 25-ton wagons this year, he estimates being able to transport 11,000 more tons of groundnuts to Apapa each month, and guarantees to move the additional tonnage without delay.

* Published by His Majesty's Stationery Office, London. Price 1s. 6d. net

* * * *

Burma Railways

ALTHOUGH full particulars of operation in 1946-47 are not yet available, the pre-independence Burma Railway Board thought it desirable to issue this report as soon as possible after the end of the calendar year on account of the political changes that have taken place in consequence of Burma leaving the British Commonwealth. Early in the period covered by the report, the assassination took place of U Aung San and six members of his Council, after which the reins of Government were taken over by Thakin Nu. These disturbances, coupled with the effects of a general strike in September-October, 1946, and a subsequent series of strikes in Rangoon, are estimated to have caused a loss in revenue of Rs. 40 lakhs in the year.

The report, which has been sent to us by Mr. W. J. Air, Secretary of the Railway Board, gives the preliminary total of gross earnings for the 12 months October, 1946, to September, 1947, as Rs. 49,890,000. This period represents the first complete 12 months of working the railways since the Japanese occupation of Burma. Gross working expenses, including depreciation, totalled Rs. 42,070,000, leaving net earnings of Rs. 7,820,000. Some figures for the period covered by the report compared with those for the year 1941-42 (the last before the Japanese invasion) are tabulated below:—

	1941–42 (Apr.–Mar.)	1946–47 (Oct.–Sep.)
Miles open to traffic	2,058	1,516
No. of locomotives per 100 miles of road	18	14
Engine-miles per mile open to traffic	4,846	2,088
	Rs.	Rs.
Gross earnings	50,963,599	49,890,000
Gross earnings per engine per day	378	667
Gross earnings per mile open	24,764	32,909
Gross working expenses including depreciation	30,240,397	42,070,000
Do. do. per mile open	14,694	27,751
Net earnings	20,723,202	7,820,000
Do. per mile open	10,070	5,158

The results obtained are considered very satisfactory considering the adverse conditions. Mileage open to traffic represented 73·7 per cent. of pre-war, and the number of locomotives in service per hundred miles of line open to traffic was 77·8 per cent. of the pre-war figure. Ten more Garratt locomotives are on order. Earnings per engine per day gave a percentage of 88·2 of the corresponding pre-war result. Coaching receipts for the year totalled Rs. 15,473,654, the number of passengers carried being 8,234,838. Numerous extra facilities for passengers were introduced during the year. On November 21, 1946, parcels and passengers' luggage were accepted between any two stations on the Rangoon—Prome and Rangoon—Mandalay lines; and on October 15 in that year the facility of reserving upper class seating and sleeping accom-

modation on the principal Rangoon—Mandalay mails at any station was restored. Some difficulty was encountered from ticketless travel on account of the disturbed conditions of the country, and at times the staff experienced trouble in collecting excess charges. The total number of passengers detected as travelling without tickets was 102,427, and the amount collected from them was Rs. 139,850, but it is considered that the actual volume and potential value of such travel must be several times this amount.

Goods receipts totalled Rs. 33,669,252, but during the year military traffic declined steadily. In July, 1946, the railways carried over 20,000 tons of this traffic, earning Rs. 10 lakhs; but by the end of September, 1947, the tonnage was only 5,593 and the earnings Rs. 407,186.

Mention is made of the concern felt by the Railway Board at the prevalence of robbery in the country, and of attacks on passengers and personnel. It is recalled that with effect from November 15, 1947, the Government decided to inflict the death penalty for robbery and dacoity. In a concluding section, the report reviews the progress made in the closing months of administration by the old régime. In all, 223¾ miles of open line had been added to the system between September 30, 1947, and the date of writing the report. It is feared that the transfer of power in India will continue to have a serious effect on the Indian employees of the administration, many of whom desire urgently to return to India and Pakistan. This springs partly from a new nationalist consciousness, and partly from anxiety over the men's wives or property in India. There appears to be a prospect of a gap occurring between the departure of these experienced employees, and the day when Burma will have trained her own nationals to perform, and perform well, all the duties of an industrial community.

Finally, the declaration of the independence of Burma has been accompanied by the retirement from her service of many officers who have served the railway with sympathy, understanding, technical skill, and devotion to the interests of the railway and the country. By no means all who have been offered a continuance of service have accepted it; sometimes for domestic reasons, and sometimes through a desire not to serve outside the British Commonwealth. The report concludes that the successors of these officers should feel gratitude for the foundation of rehabilitation which have been so well laid, and should remember with due recognition a category of European officers who have been by no means least among the country's devoted servants.

* * * *

Design of Oil-Burning Steam Locomotives

THE use of oil fuel on steam locomotives in this country has been bound up, in general, with unusual difficulties in obtaining coal. The strikes of 1921 and 1926, and the labour shortage in the coal industry during the last two and a half years, have all witnessed the conversion of coal-burning locomotives to oil fuel, in an effort to be independent of a commodity which, although plentiful and of good quality, has been involved in so much political strife. The pioneer work done by James Holden on the Great Eastern Railway is of great historical importance; the motive in this case, however, was rather different, namely, the desire to find a use for waste products from the Stratford oil-gas factory for carriage-lighting, which were creating a local nuisance and polluting the River Lea. It was a more or less incidental factor that the Great Eastern stood to gain more than most railways by this particular conversion, most of its running sheds being exceptionally far removed from coalfields.

Much is heard of the improved availability of diesel compared with steam locomotives for main-line work, but the potential availability of the steam locomotive can be increased enormously by good "diagramming," and use of oil fuel and absolute water softening. Oil fuel is only attractive economically where it is readily available at a reasonable price, and in this country the present price is still unduly high compared with that of coal. Nevertheless, many advantages accrue once the use of oil fuel has been sanctioned, some of which were touched on in a recent lecture given by Colonel W. L. Topham to the Scottish Branch of the Institute of Petroleum. It is true that Colonel Topham's observations related largely to conditions on the Buenos Ayres Great Southern Railway, as when he referred to the advantage of much longer engine runs, but such claims as a better turn-round of engines in sheds, greater cleanliness, a reduction in running shed staffs (such as fire-droppers, coal loaders and unloaders, ash removers), and the elimination of costly coaling and ash-removal plant, are of universal relevance. Losses on coal and firewood piles, by wind and evaporation respectively, also are avoided.

In actual operation, the flexibility of firing is such that it is possible to shut down the fire at will, so that a great saving in fuel can be achieved. Sparks from oil-burning locomotives are very rare, thus removing a serious danger in wheat-growing regions. Again, steaming from cold is quicker than with solid fuel; when necessary, steam can be raised in 1¼ or 1½ hours. When lighting up, steam is supplied to the manifold in the cab from a steam line in the running shed until a pressure of 30 lb. per sq. in. is raised.

The actual working of an oil-burning locomotive is extremely simple, as Mr. O. S. Nock pointed out in a recent article on Western Region oil-burning locomotives in our contemporary, *The Engineer* (February 13, 1948), where he states that about one week's training suffices to teach a man to handle the equipment. One of the first rules the fireman on an oil burner has to remember is always to open the blower before lighting up again after the fire has been shut down; else the gases which have accumulated in the firebox may explode.

On an oil-burning locomotive steam from a stop valve passes to a manifold to which the atomiser, heater, and sand-gun are connected. On the British Railways system, the atomiser auxiliary blower, oil-firing valve, and damper are all individually controlled. On locomotives of the Buenos Ayres Great Southern Railway Company, however, all these operations are combined in a single piece of apparatus controlled by only one handle. This removes the risk of error by inexperienced firemen; and, particularly where labour may be of indifferent quality, fuel consumption has proved much lower than that with individual control.

In giving practical advice on the design of firepans, Colonel Topham pointed out that the burner should not be fixed to the firepan, else there was danger of warping of the latter. He considers it highly desirable to design a special firepan for an oil-burning locomotive. The flash-wall must be sloped to enable it to deflect the flame and cause it to fill the firebox, and the provision of a lip on the flash-wall will keep the flame off the firehole door. Where (as in present British practice, and in Egypt) the original coal ashpans are retained, a false bottom with air vents is provided. With this type the air space of the vents should be at least equal to that of the damper doors. Faulty steaming is usually due to one or both of two causes—a makeshift ashpan or too little air. Incomplete combustion may result if the air inlets are too close to the burner.

All-steel fireboxes on oil-burning locomotives in Argentina have lasted 21 years—quite as long as coal burners. Colonel Topham's experience of roof-stay nuts badly burning away coincides with recent experience in Italy; the remedy, he states, is to provide riveted roof stays. The firebricks should last about 6 months if built of fireclay mixed with brine. A liberal coating of salt on new brickwork will produce a fine glazed refractory surface.

In short fireboxes clinker may be formed, as the flame has not time to develop before hitting the flash-wall. This can be corrected by fitting a Laidlaw Drew type burner centrally in the firepan, surrounded by angular air vents. Oil and surrounding steam issue from an angular peripheral orifice in the burner, with a swirling effect. Trials with plain air vents gave only moderate success.

Colonel Topham considers it bad practice to locate the burner in the firehole door, because the flame may damage the tubes and tube plate severely; moreover, the back corners of the firebox remain cold. Another practical point is to see that there are no copper pipes or joints in the smokebox, as copper is liable to attack from the sulphur content of the hot flue gases.

Typical fuel consumptions of B.A.G.S. oil-burning locomotives given by Colonel Topham were: for 350-ton suburban trains, 35 lb. per mile; for 660-ton main-line express passenger trains, 39-40 lb. per mile; and for 1,400-ton to 1,600-ton goods trains, 65-70 lb. per mile.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Preservation of Railway Relics

"Thurstaston," 22, Heatherfield Road,
Huddersfield. June 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to your correspondent's excellent list of locomotives suitable for preservation, in the June 4 issue, may I add one further type. A typical narrow-gauge engine such as an ex-Festiniog locomotive would be most desirable. I wonder whether one of the old Manifold Valley engines still exists? As there are obvious limitations to the number that may be preserved, it is a duty to posterity to choose wisely.

Yours faithfully,
WILLIAM B. STOCKS

Caledonian Railway Searcher's Pass

8, Powis Grove,
Brighton. June 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was very interested in the General Managers' signatures appearing on the Caledonian Railway Company's searcher's pass, dated 1910, to which reference was made in your June 18 issue, particularly as I have had over 40 years' railway experience.

In case some of the signatures could not be deciphered I give them below, as these may be of further interest to your readers:—

Caledonian: Guy Calthrop.
Cockermouth, Keswick & Penrith: Peter Thompson.
Furness: Alfred Aslett, J.P.
Glasgow & South Western: David Cooper.
Great Central: Sam Fay.
Great Eastern: John Francis Sykes Gooday.
G. J. Hyde (Chief Clerk).
Great North of Scotland: George Davidson.
Highland: T. F. A. Wilson.
Maryport & Carlisle: Thomas Blain.
North British: William Fulton Jackson.
North Eastern: A. Kaye Butterworth.

Yours faithfully,
H. W. CECIL

[In our view the handwriting of the signatures was not only legible, but compared very favourably with modern caligraphy. —ED., *R.G.*]

Main-Line Stops near Charing Cross

64, Martyrs' Field Road,
Canterbury. June 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I am surprised at Mr. Tyrrell's contention in your issue of June 11 that main-line trains from Charing Cross should omit stopping at Waterloo and London Bridge. These stops are made for the convenience of passengers, especially those who arrive from places served by the main Waterloo and London Bridge services. It is the first duty of the railway to run passenger trains for the convenience of the passengers, and not for the convenience of the railway.

It is true that there are plenty of trains from these two stations to Charing Cross, but Mr. Tyrrell should remember that it can often cause great inconvenience to have to cart luggage that extra distance—two changes instead of one—and that there is always the chance, if one is pressed for time, of just missing the train from Charing Cross and suffering the agony of actually seeing the missed train go out.

The five not-very-good reasons for omitting these stops can quite easily be answered:—

1. The congestion caused by stopping is allowed for when the timetables are drawn up, and in spite of the fact that this section of line is very busy, timekeeping is generally pretty good.

2. The extra time taken on the journey is made up for by the extra convenience of the two stops. In any case, time taken over the journey is not of so great importance as punctuality, and this can be maintained in spite of stops.

3. In my own experience the starting powers of a "West Country" engine at these stations are no better and no worse than of any other class with an appropriate train. (I should be interested to know when a "Merchant Navy" class worked into or out of Charing Cross.)

4. There probably is a good deal of wear on the rails at London Bridge, but it should be remembered that the rails are laid for the trains to run on, and the train service not regulated for the benefit of the rails. There is no excuse for withdrawing a facility simply because it wears down the rails.

5. It is not a fair comparison to quote the case of trains leaving Paddington. Neither Westbourne Park nor Old Oak is a terminus of another important route, or even a junction of any importance, and the question of passenger interchange does not arise.

I have no doubt that the Southern Railway thought all this out long ago, and acted on it in the proper manner, by retaining the stops. I remember, in fact, that some time ago one of these stops was omitted, and this action was followed by a letter of protest in the local press. These stops serve a very useful purpose, and I, for one, hope that the Southern Region will carry on the good work started by the Southern Railway, and maintain them.

Yours faithfully,
ARTHUR G. WELLS

Train Service Deficiencies

18, Milverton Terrace,
Leamington Spa. June 19

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—As a footnote to my letter in your issue of June 11 on train services, I have been advised by the Divisional Superintendent, Western Region, that a train late enough to take theatre-goers home has been put on from Stratford-on-Avon to Birmingham. Since my first letter, Stratford-on-Avon Borough Council has sent a delegation to Paddington to ask for through services to London

Now for a little poser for the Eastern Region. The 8.25 a.m. Manchester—Marylebone train stops at Woodford & Hinton at 12.13 p.m. Why is the Woodford—Banbury train allowed to depart at 12.5? This could be made into a valuable connection. At the moment, the Western Region isolates Oxford from the North by providing no train from Banbury between the hours of 12.1 p.m. and 3.25 p.m., but if this were filled up and the Woodford connection made, it would compensate to an extent for the loss of the Newcastle—Swansea and Bournemouth day trains.

Do you think, Sir, that there is a fear of the Regions becoming too regional?

Yours faithfully,
GILBERT DALTON

Railway Wagons

Eynesbury, St. Neots. June 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Sorry to learn from his letter in your June 25 issue that Mr. Duncan Bailey has been ill. But now that he is on the floor (or carpet!) again, perhaps we can resume entertaining your readers on the subject of railway wagons.

Having, admittedly, no practical experience in operating the railways, Mr. Bailey—in common with coal owners and others—has never yet been able to realise that our transport troubles all originate from the fundamentally wrong method of working created by privately-owned wagons, *e.g.*, wagons running empty in one direction while wagons are running empty in the other—plus their unnecessary sorting and shunting. Added to this is their small carrying capacity, which results in more than double the number being used than is really necessary to carry the traffics. Hence the astonishingly high levels of our rates and fares.

Through the chronic failure to face this position, the country is now confronted with the fact that, while the size of our wagons has only been slowly creeping from 6 to 8, 10, 12, 14, and now to 16 tons, the wagons of other countries have increased from 10 to 20, 30, 40, 50, 60 and 70 tons!

I estimate that well over 2,000,000 of these larger wagons are urgently required by the railways of the world. The Americans are actually securing large orders for them from many countries which, formerly, bought all their railway equipment in England. If they were now mass-produced to replace our dilapidated wagon-stock, the cheapening of their cost would enable our own wagon works to compete much more successfully abroad.

After reading the article "U.S.A. Railway Position" in your June 25 issue—which suggests a great wastage of manpower on our railways—Mr. Bailey and coal trade people might well visit that country to study their up-to-date methods in railway operation and wagon construction.

In claiming that 40-ton wagons are not suitable for general coal traffic, Mr. Bailey ignores my reminder that the L.M.S.R. had urged their general adoption to reduce rail and unloading

costs. So are we expected to consider him a superior authority to the officials of the L.M.S.R. and other railways? He is, however, not alone in expressing wrong views through lacking proper knowledge of conditions at collieries, works, and stations.

There is, thus, no reason why much larger wagons cannot just as well be used in England as on the other railways of the world for carrying minerals and heavy goods, which form nearly 90 per cent. of our total tonnage. The persistent failure to introduce them is simply due to the fact that, as soon as ever the subject is mentioned, a swarm of unprogressive coal trade people, wagon builders, accountants, and others rush from their lasts opposing, disputing, and trying to teach responsible traffic officers—with decades of experience behind them—HOW TO RUN A RAILWAY!

Yours faithfully,

E. R. B. ROBERTS

Annoyances of Late Arrivals

2, Kensington Palace Gardens,
London, W.8. July 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In your issue of June 11 you published an illustration of the train arrival indicator at Euston showing no fewer than seven trains as arriving "on time." It would be of interest to know the actual times at which these trains arrived. On June 24 the train due at Euston at 8.30 a.m. was shown on the indicator as 90 mins. late, but in fact it arrived 170 mins. late. I left Inverness at 4.30 p.m. on Wednesday, June 23, in order to keep an important appointment at 11 a.m. on the Thursday. I realised that the train might be 1½ hr. late, but even then I would have a good margin. However, I was over-optimistic, and by the time I reached the City the meeting was over.

Although the corresponding down train (7.20 p.m. ex-Euston) is booked to make one call only between Euston and Perth, in the up direction there are no less than eight stops. Surely some of these could be eliminated? The train is unwieldy, much time is lost by platform delays, and most of the passengers are for London.

While on the subject of delays, reference may be made to trains from Inverness to the North, especially the 10.30 a.m. to the Kyle of Lochalsh and the 10.40 a.m. to Wick. These trains leave Inverness anything between 1 and 2 hr. late and have done so for some years. This is apparently due to: (a) The consistently late arrival of the 6.46 a.m. out of Perth; (b) bad timetable work, in that insufficient time is allowed for the turn-round of the train due from the North at 10.21 a.m. (booked out again at 10.40).

As regards the London Midland Region, I understand that passenger trains are outside the control system. That may account for freight trains being launched in the path of expresses and similar causes of delay.

Yours faithfully,

P. M. BROOKE-HITCHING

Control of War Transport

The Railway Executive,
British Railways—Eastern Region,
Wellers Court, Pancras Road,
London, N.W.1. July 10

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have had an opportunity of seeing some comments by Colonel Emerson, then Chief Commissioner of Railways in India, on the notes dealing with the Transportation Services in your March 26 issue. While not agreeing entirely with the whole of the context, Colonel Emerson considers there is much to commend the general theme.

Through the kind offices of your publication, letters have appeared supporting my views from Colonels Harvey, Squarey, Payne, and Williams; all of whom, as I well know, can speak from personal knowledge, owing to their wide and varied experience of Movements and Transportation in many parts of the world.

Up to the present time, however, no serving Sapper has yet replied to our letters, although I know there are many such who see your weekly publications. Is it too much to hope that a reply may be obtained from a Sapper sitting in that somewhat solid block of buildings known as the "War Office" or, alternatively, from the sylvan and more rustic atmosphere of Longmoor?

Yours faithfully,

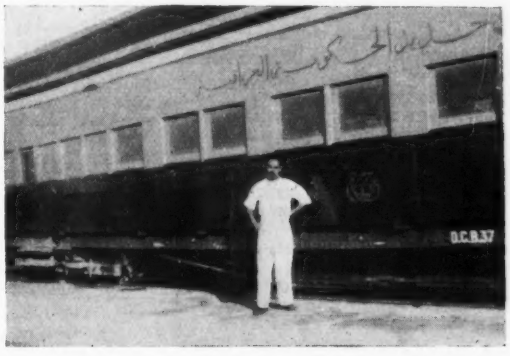
N. MCK. JESPER,
Chief of Police

Iraqi State Railways Monogram

Iraqi State Railways,
Deputy Traffic Manager's Office,
Maqil, Basrah. June 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—While the controversy over the form of lettering (if any) to be used on the locomotives and rolling stock of British Railways is raging, it may be of interest to show by the enclosed snapshots the neat Arabic monogram adopted by these railways for locomotives, coaching stock, and road-vehicles; also for office stationery.



Iraqi State Railways lettering and monogram

Close-up of the four-letter monogram

The four Arabic letters are equivalent to S.H.H.I., and stand for "Sikkak Hadid el-Hukumah el-Iraqiyah (Iraqi State Railways).

Yours faithfully,

J. C. MERTENS
Deputy Traffic Manager

Happy Days

Divisional Superintendent's Office,
The Railway Executive (Western Region),
Temple Meads Station, Bristol. July 13

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was particularly interested to read the letters from the lady passenger from London to Penzance in 1913, reproduced in the "Scrap Heap" of your July 9 issue. At that time I was attached to the office of the Superintendent of the Line. I actually dealt with the lady and saw her off. I informed her that I had arranged with the Refreshment Department to supply the milk and china tea at the times stated and the cold (chicken) lunch, but that if she preferred she could have a hot lunch in the dining car. I handed back the shilling sent for the guard, informing her that officially gratuities were prohibited but that there would be no objection, if she so wished, to her handing to the men themselves anything she thought they deserved; hence her reference to the gratuities in the last letter.

Yours sincerely,

R. G. POLE,
Divisional Superintendent

The Scrap Heap

Overseas Passengers

A total of 229,000 passengers passed through the Southern Region's Southampton Docks in 1947, representing 70 per cent. of the passenger traffic between Great Britain and non-European Countries; this compares with 44 per cent. in 1938. The Ports of Dover, Folkestone, Newhaven and Southampton dealt with 1,475,000 passengers in 1947, or 74 per per cent. of the total passenger traffic between Great Britain and the Continent.

* * *

Staggering

Some twenty-four thousand more Londoners have adopted staggered hours this year, according to a statement at a meeting of the chairmen of fourteen Ministry of Transport local stagger groups for Central London. The total number of persons now working to staggered hours in Central London is over 118,000, Alderman John Fitzgerald, chairman of Westminster (South) group announced; staggering, he added, was having an important effect in offsetting the continual growth in the number of people travelling in London, and had benefited thousands of travellers. In connection with the staggering campaign, London Transport is running a number of tram and trolleybus shorts in the evenings, to help persons who wait for buses at key points slightly beyond the normal terminal.

* * *

"Turkish Delight"

In the photograph reproduced below we see, neatly packed away and apparently intended for export, Colonel I. A. Marriott and (left) Mr. H. Davies, Managing Director and General Manager respectively of W. G. Bagnall Limited, of Stafford. With them in the crate is one of the narrow-gauge locomotives, of which ten are being built by this firm for the British Geco Engineering Co. Ltd., for use in Turkey. These engines have been called "Ten Pieces of Turkish Delight" by the artist, Mr. Rowland Emett, several of whose drawings from *Punch* have been reproduced on this page, and in the photograph below, Colonel Marriott and Mr. Davies are seen posing on the footplate to represent a Emett drawing hanging in the Bagnall board room.

Jam

A railway coach in Johannesburg was sent for repair because the windows would not open and shut properly. Workmen found thousands of pounds' worth of cheques and postal orders stuffed down the sides of the glass.—*From the "News Chronicle."*

* * *

Three Million Teaspoons

One firm of chain restaurants will withdraw teaspoons from customers during the second half of this year.

It is estimated that 3,000,000 have disappeared in the last ten years. Even a supposed permanency that is chained to the counter in a Strand café has been renewed six times in the same period.

News from Italy is much the same, but forks go faster. Our national dish is tea, theirs is spaghetti.—*From "An Editorial Diary" in "The Glasgow Herald."*

* * *

100 YEARS AGO

From The Railway Times, *July* 22, 1848

THE BRIGHTON RAILWAY AND STEAMBOATS.

To the Editor of the Railway Times.

Sir,—The following extracts from Mr. Parson's evidence, given before the Lords' Committee last week, in favour of the Brighton Railway, subscribing 75,000*l.* towards steamboats, may enlighten the railway shareholders as to the eligibility of some of the schemes to which their capital has been applied.

Mr. Parsons stated, "Steamboats were not to be recommended as a source of profit in themselves; they never had been so regarded, or so represented by him."

"Does not think the traffic between Dieppe and Newhaven and Shoreham sufficient to be remunerative."

"There is no trade in goods, only in passengers and bullion."

"In 1847 the boats ran four months. The expenses were 4,737*l.*; the receipts were 3,300*l.*"

Shareholders, 100,000*l.* of your money has been spent in making the Newhaven Railway; 75,000*l.* more, but for the petition, would have gone to steamboats, and for what? Why, to secure a traffic of which the above is the evidence in its favour.

I will tell you more of the evidence at the meeting. In the meantime prepare to help to better management.—Yours, &c.,

Hewitt Davis.

3, Frederick-place, Old Jewry, London,
July 19, 1848.

Twenty-Mile Boundary

The Australian team of 1880 also played a "Sixteen of Longsight" team. One of the great attractions of that match, which I also saw, was Bonner, a bearded, light-haired giant and a terrific hitter. In this match he made the (mythological) record drive—nearly twenty miles. The old Longsight ground (off Kirkmanshulme Lane) had the L.N.W.R. embankment just outside the ground. In one of his hits Bonner lifted the ball on to a passing goods train, and the ball did not reach *terra firma* till the truck was unloaded at Buxton.—*From "The Manchester Guardian."*

* * *

A Grammarian's Grumble

May a Frenchman point out *amicalement* that the poster just issued with the well-meaning purpose of welcoming foreign visitors to the Olympic Games does not quite pass the language test?

Bienvenue à Londres, a timid word-for-word translation of "Welcome to London," smacks of school-French with a strong English accent.

In similar circumstances the French would have said *Sovez les bienvenus!* or *Londres vous souhaite la bienvenue.*

The clumsy compromise between two possible constructions adopted by the official translator stands as grammatical evidence that the middle way is not always the golden mean.—*From a letter in "The Daily Telegraph."*

The poster has been issued jointly by London Transport and British Railways. In a subsequent issue of *"The Daily Telegraph"* the following rejoinder was published from Mr. George Dodson-Wells, Chief Public Relations Officer, London Transport Executive:—

To the Editor of "The Daily Telegraph"

Sir,—I hesitate lest I involve so obviously friendly a correspondent as M. Pollet in a literary wrangle with his compatriots on the subject of capturing, in translation, nuances of idiom as subtle as that between "Welcome to London" and "London welcomes you."

May I assure him that the French wording of the poster was agreed, independently, by two responsible and cultured French authorities of French nationality? I have since spoken with one of them and he maintains the correctness of the phrase *Bienvenue à Londres* for poster purposes.—Yours faithfully,

George Dodson-Wells,
Chief Public Relations Officer
London Transport Executive

* * *

Going Up?

Don't forget to call me early,
Call me early, Mother mine,
For I've umpteen floors to climb, Mother.
Tomorrow, at five to nine.

I can't think why things go wrong, Mother.
With the lifts I have to use,
But the sad and solemn truth, Mother,
Is wearing out my shoes.

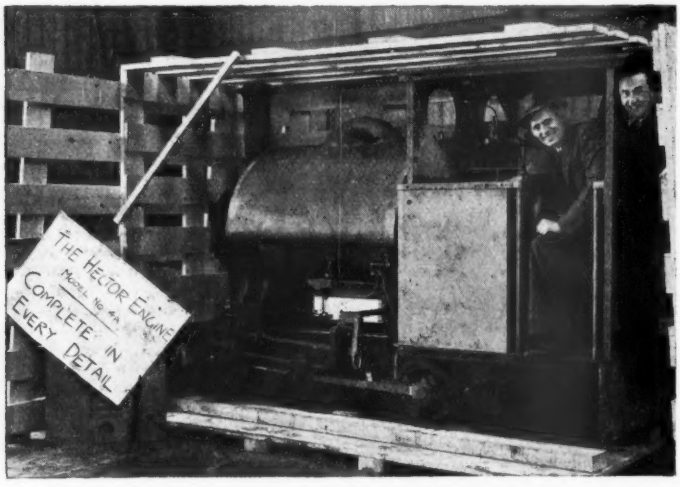
Do you think that the lads in blue, Mother.
Would work on an all-night shift,
To get it in order, or are they
Just practising on my lift?

Each morning I hopefully try, Mother.
And optimistically choose
The right button to press, then I read, dear.
"THIS LIFT IS OUT OF USE!"

These alpine adventures have shortened
My life-span by many a year,
But daily I strive towards Heaven, Mother.
And I've never been so near!

A. B.

"Turkish Delight"



Ready for export! (*See paragraph above*)

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

INDIA

Chief Commissioner on Buying Mission

As a large proportion of engines on Indian railways are worn out, the Government of India has sent Mr. K. C. Bakhle, Chief Commissioner of Railways, to Europe and the U.S.A. to explore the chances of securing locomotives and other railway materials at an early date. If Indian railways can acquire about 700 locomotives by the end of 1949, it ought to improve the position materially.

Monsoons Disrupt Services

The monsoons travelling northwards from the Arabian Sea have affected rail communications already. Telegraph, telephone, and rail links between Bombay and Surat on the B.B. & C.I. main line were disorganised completely after heavy rains in the last week of June, near Sanjan. The approaches to a bridge near this station were washed away. Temporary repairs have been carried out to restore the permanent way.

Need for Economy on Railways

Addressing a Press conference in Bombay on June 18, Dr. John Matthai, Minister for Railways & Transport, said that the only way to meet the increased expenditure on railways was to economise, and for labour to give a better output. He said that the proposals of the Pay Commission had increased the expenditure of the railways by about Rs. 30 crores. The Adjudicator's award on leave and working hours, which had been accepted by the Government, would mean further expenditure. There were, therefore, only two alternatives before him—to economise, or to increase the fares and freights.

The Minister went on to say that he could not face the prospect of further rises in fares and freights, and therefore was left with the alternative of economising and avoiding unnecessary expenditure.

Railway Workers Refuse Pay

In a recent statement, the Minister for Railways stated that the new pay scales recommended by the Pay Commission had caused more problems than they had solved. The employees of the Shahdara (Delhi)—Saharanpur Light Railway have refused to receive their pay for the last two months as a protest against the low scales of salaries, which were fixed, after publication of the Pay Commission's report, by negotiation between the railway administration and the employees' union.

When salaries were given to employees in accordance with the new scales of pay, they were refused by traffic and engineering staff, but were accepted by the locomotive staff. A new union, which has repudiated the previous agreement, has now been formed. The railway is a narrow-gauge line connecting Saharanpur and Delhi Shahdara, four miles from Delhi across the Jamna River.

PAKISTAN

Pakistan-Jodhpur Railway Talks

Talks between representatives of the Jodhpur Railway and the Pakistan Government railway authorities have been taking place in Karachi concerning the taking over by the Pakistan Government of that part of the Jodhpur Railway situated in the Province of Sind. The Jodhpur Railway delegation was led by the Indian High Commissioner in Pakistan, Mr. Sri Parkasa. Other members of the delegation were the General Manager of the Jodhpur Railway and a financial expert. The Pakistan delegation comprised Mr. J. Chugtai, Director-General of Pakistan Railways, Mr. Cbeidullah, Financial Commissioner, and Mr. F. M. Khan, General Manager of the North-Western Railway.

Purchasing Mission for Europe and U.S.A.

Pakistan has despatched a purchasing mission overseas under the leadership of Mr. Z. H. Khan, Secretary, Communications Department. Pakistan railways do not need locomotives or wagons, which are in good supply, but require small parts for repairs. The list of purchases includes locomotive forgings and castings, wagon castings, train lighting equipment, and other materials. The mission is expected to visit several countries in Europe and America.

EAST AFRICA

Avoiding Port Delays

Sir Reginald Robbins, Commissioner for Transport in East Africa, agreed recently in an interview with the *Standard* that the only immediate cure for the delays complained of at Mombasa was undoubtedly some restriction and regulation of the cargoes arriving at East African ports from overseas. He claimed that the railways were doing all they could with their present locomotives and rolling stock, and hoped that the maximum daily average of trains between Mombasa and Nairobi soon would be restored to seven.

The real limiting factor was the lack of locomotives and rolling stock, and he agreed that when this lack was remedied, additional crossing stations on the line to the coast would help to increase the daily traffic. In fact, he pointed out, some of the existing crossing points were closed for the moment, and the railway held equipment for the construction of others; this work could be done as soon as new locomotives and wagons were on the way. His opinion was that the suggestion made in London to use Mulberry harbours would not help East Africa.

Major Alterations Impracticable

Sir Reginald said that any attempt at major alterations would make confusion worse confounded. If it were decided to build additional deep-water berths at Mombasa or Dar es Salaam, it would need a diversion of the already short rolling stock. There was no question, even under long-term plans, of doubling the line in Kenya. The capacity of the single line between Nairobi and Mombasa could be increased very considerably by simple and not very costly means by opening additional crossing stations. But the main difficulty is the shortage of locomotives and rolling stock. There was a prospect of additional locomotives—18 heavy locomotives were on order— arriving towards the end of this year, and this would ease the transport position considerably.

Plans were being examined for additional berth facilities at Mombasa and Dar es Salaam, but it must be remembered that a considerable amount of work was required at the port of Mikindani in southern Tanganyika, to handle the groundnut traffic. A deep-water port was to be constructed, and contractors had been engaged. It was considered that by the time plans were ready for the extension of port facilities at Dar es Salaam and Mombasa, it might be possible to transfer the contractors from Mikindani to carry out this work.

The whole position of the East African ports was reviewed recently by a Ministry of Transport expert, whose conclusions were similar to those reached by the local authorities—namely, that the immediate position must be met by some regulation of cargoes and that the long-term solution should receive detailed consideration with the object of starting work on such improvements as were necessary in 1950, after the preliminary work at the port of Mikindani has been completed.

The Kenya & Uganda Railways carried 2,700,000 tons in 1947, which compared with the wartime peak of 2,765,000 tons. But the haul in 1947 was longer than in 1944, so 1947 represented a record year of transport effort.

Prospects of Improvement

As soon as the deep-water port at Mikindani had been completed, said Sir Reginald Robbins, and the railway to the hinterland built—about 1950—Lindi would diminish in importance as a port. For the two railway systems, immediate improvement would be effected as soon as the locomotives and rolling stock on order had been received. The former were due for delivery over a period beginning late this year; the latter not until some time in 1950. Sir Reginald ended by saying that the completion of the realignments between Nairobi and Nakuru would assist considerably by speeding the turn-round of wagons and saving break of load

RHODESIA

Results for Twelve Months

Total earnings for the month of March amounted to the record figure of £868,220. Operating expenditure of £652,368 left a net operating revenue of £215,852. Approximate figures for the 12 months ended March 31 were: total earnings, £8,771,564 (an increase of £1,205,826 over the earnings for the previous year), less operating expenditure, £6,710,262 (an increase of £1,216,759); leaving a net operating revenue of £2,061,302—a decrease of £10,933.

SOUTH AFRICA

Road Services Extended

With new equipment becoming available, the railways are finding it possible to begin some of the new road services for which the public has been asking. The route from Cape Town to Worcester is being extended to include Montagu; and in response to requests from local farmers' associations, a new road motor service has been opened between Kimberley and Douglas, a distance of 77 miles. Since there is considerable traffic offering on this route, the service is designed to meet existing requirements and to help in the development of the area.

Other services recently introduced include the extension of the Vryheid—Inhlazatje route to Mahlabatini; a service between Potgietersrust and Duikerfontein, *via* Sterkwater, which is to be extended to Naboomspruit as soon as the road has been repaired; and a complementary service between Cullinan and Pretoria, to assist children attending schools in Pretoria and to provide a more convenient means of transport for residents of Cullinan.

A Railway Lifeline Across Africa?

An examination of three possible means of providing railway connections across Africa to avoid using the Cape sea route in time of war

By G. V. O. Bulkeley, C.B.E., M.I.Mech.E.

Formerly Port Manager, Mombasa, and General Manager of Railways, Nigeria

CURRENT suggestions for an economic and defensive union of the Western European Nations, together with their African Colonies, raise international transport issues on that continent. Assuming that the Iberian Peninsula joined such a union, certain possibilities emerge.

With the loss of the British military establishment in Egypt, the use of the Mediterranean—Suez Canal route to the Red Sea, Persian Gulf, and Indian Ocean might well be denied or made impassable to the nations of Western Europe in the event of a future war involving them in the Middle or Further East.

The alternative route round the Cape is very long, and shipping would be exposed to submarine menace all the way. That the route was negotiated successfully during the recent war is no guarantee for the future. Its use might involve also Commonwealth issues which are not clear today.

Middle Supply Route

Where war can involve two oceans separated by a mass of land, a middle supply route is sought. In the case of the Americas, the Panama Canal was the answer. In the case of Africa, the middle way would have to be overland. During the recent war, an air transport service was operated from Nigeria (Kano) to the Sudan. A certain volume of heavy military stores also crossed Africa by road through French, British, and Anglo-Egyptian territories.

Such road transport undoubtedly would be used again within its limitations of carriage and track stability. Both a roadway and a single line of railway are repairable readily after air attack and can be given fighter protection. Bridges are common to both systems of transport. Heavy military equipment in bulk travels most efficiently over land in train loads. The question arises as to the practicability of an international trans-Africa railway route which would combine the shortest possible sea mileage from Great Britain and Western Europe with rail transport across Africa, without any transhipment en route, to a suitable eastern seaport.

The map of Africa on page 99 shows some alternatives:—

(1) Using the port of Lagos and the Nigerian Railway (3 ft. 6 in. gauge) to N'Guru, with a rail extension thence to Fort Lamy and across French Equatorial Africa and the Sudan to the Sudan Railway (3 ft. 6 in. gauge) and thence to Port Sudan.

(2) Using the port of Lobito Bay in Angola; thence *via* the Benguela Railway (3 ft. 6 in. gauge) to Bukama on the Belgian Congo Railway (3 ft. 6 in. gauge); the construction of a 250-mile rail link from Bukama to Kabalo; thence by Belgian Congo Railway to Albertville on Lake Tanganyika; across the Lake by train ferry (capable of carrying a train-load) to Kigoma, and thence by Tanganyika Railway (at present metre gauge) to the port of Dar-es-Salaam.

(3) Using the port of Walvis Bay in South West Africa; thence by the South African Railways (3 ft. 6 in. gauge) to Gobabis; the construction thence of a 500-mile rail link across Bechuanaland to the Southern Rhodesia Railway (3 ft. 6 in. gauge), and thence either to the port of Beira in Mozambique or northwards to Dar-es-Salaam as under (2).

Alternative (1) probably can be ruled out as impracticable. It would involve some 1,500 miles of new railway, mostly across French Equatorial Africa and the Sudan (an area of scant traffic possibilities in time of peace). Also, the port of Lagos cannot accommodate ships drawing more than 25 ft. Further, the political set-up of the Sudan in a future war is not clear.

Alternative (2) would involve the construction of a short railway link in the Belgian Congo. As this would parallel the existing water route along the Congo River, it might not be of great economic value to the Belgian Congo and might, with its equipment, have to be financed with international capital. The provision of one or two train ferries for Lake Tanganyika, together with landings for their use, would not offer any difficulties. They could be financed along with the Congo rail link and leased to the Congo and Tanganyika railways for through traffics, which they would develop.

The Tanganyika railway is at present metre-gauge and would have to be converted, together with its rolling stock, to the 3 ft. 6 in. gauge. This conversion has been anticipated for some years; sleepers, new locomotives and rolling stock having been constructed so as to be readily convertible. Dar-es-Salaam port facilities are already inadequate for the growing demands of the territory, and steamship lines are complaining of long waiting for discharge and loading there. At present, there is no deep-water wharf at which shipping can lie. The provision of such a wharf is overdue. The harbour can be boom-protected in time of war.

It should be noted here that, should the railways of Kenya and Uganda be converted from metre to the 3 ft. 6 in. gauge, a short connection from the converted Tanganyika railway would enable the highly-developed port of Mombasa to be used. On the west coast, the port of Lobito Bay is planned eventually to comprise some 14 ship berths at the wharves. The harbour has ample water area and can be boom-protected in time of war.

Alternative (3) would involve a railway extension which is already under review between South-West Africa and Southern Rhodesia. The latter territory needs additional seaport facilities to those at present afforded by Beira, and would like these to be on the west coast. (An alternative to the use of Walvis Bay would be a 1,000-mile rail extension from Livingstone to Kamene Bay and the construction of a new west-coast port there. This would mean the acquisition of strips of land from South-West Africa and Angola.) In the present discussion, the use of Walvis Bay would incur a substantially greater sea mileage than Lobito Bay, while Beira would not be so suitable for transhipping and storing military equipment as Dar-es-Salaam, which would, however, mean a very long rail haul. Further, Beira is too far south.

It would appear that alternative (2) offers the most practicable proposal. Its realisation and international use in time of war would require agreements between the metropolitan nations of the African colonies traversed. Clarification might be required as to whether the transit of military equipment through Tanganyika would be deemed to constitute the "military base" disallowed under the original mandatory terms. These provide for territorial defence and there may be ambiguity. The territory cannot be treated as a neutral island, and any disability calls for its removal under any trusteeship arrangement.

The foregoing outlines the transport aspects of a railway "lifeline" across Africa to offset, in part, the loss of the Mediterranean one. The sea mileage from Southampton to Lobito Bay is 4,889. To Dar-es-Salaam round the Cape is 8,558 miles. While in any war involving the Western European nations in the Indian Ocean and its connections, some supply ships would have to face the hazard, others might be saved 3,669 sea miles.

Institute of Transport

ON Wednesday, July 21, Mr. T. W. Royle, C.V.O., M.B.E., President of the Institute of Transport, supported by Officers of the Institute and Members of Council, entertained to luncheon Editors of the transport press, and expressed to them his thanks for their help and interest during the past year. The luncheon was held at 80, Portland Place, London, W.1, the new headquarters of the Institute. Similar previous functions have been held at the Connaught Rooms, London, W.C.2.

Mr. T. W. Royle said that in 1942 it had been decided to institute an annual luncheon to Editors of the transport press, but this was the first occasion on which it had been possible to hold one in the headquarter premises. He welcomed Mr. W. Heckroodt, Vice-Chairman of the South Africa Centre.

Mr. D. R. Lamb spoke briefly as President-Elect as well as Editor of *Modern Transport*.

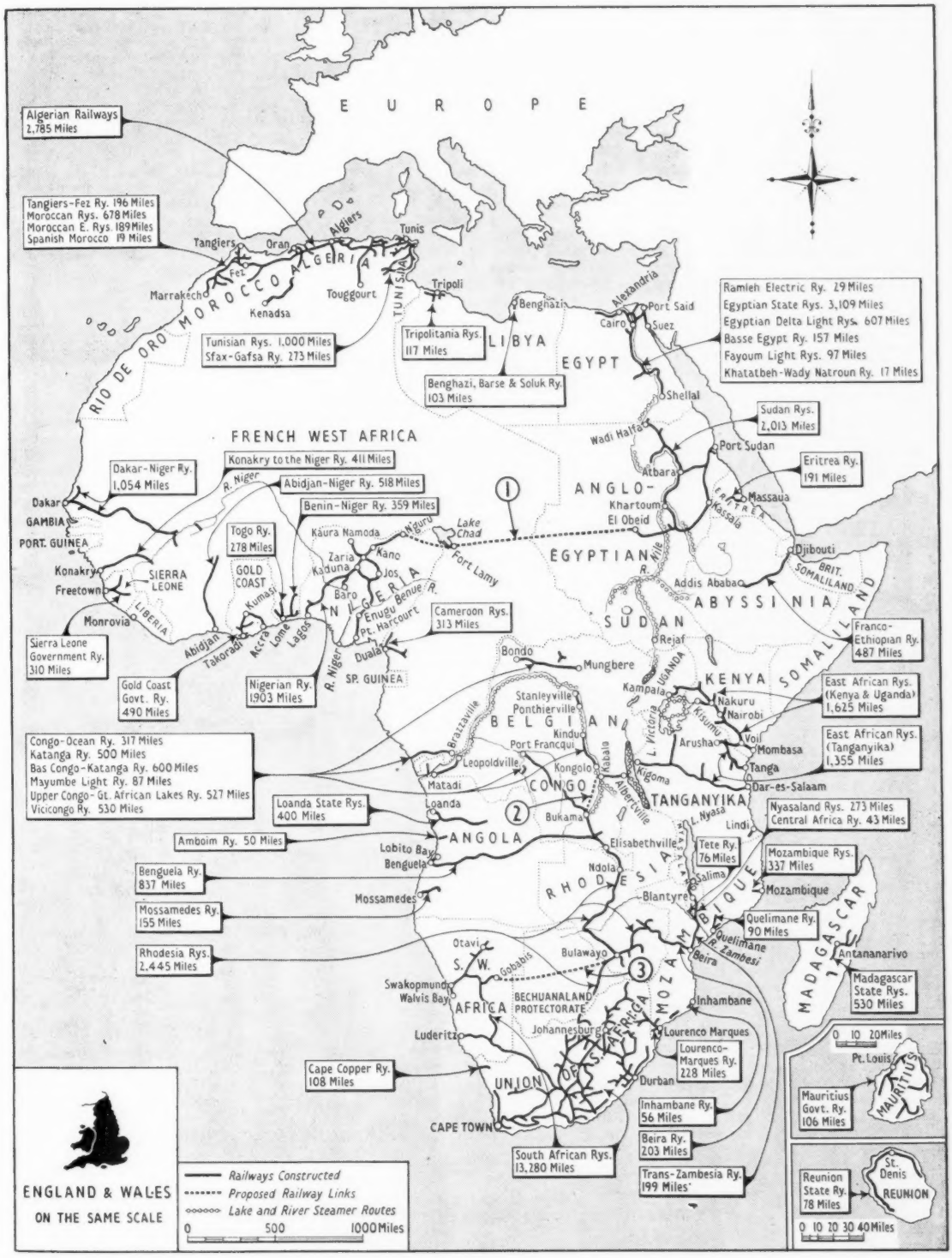
Mr. J. A. Kay, Editor, *The Railway Gazette*, who spoke in place of Mr. C. F. Haywood, Editor, *Motor Transport*, who was indisposed, in the course of a humorous speech, said that as usual whenever a crisis arose recourse had been had to the railways. He would hand Mr. Haywood's prepared speech to the Secretary, and he would prefer that his own remarks should be "off the record."

Among those present at the luncheon were:—

Lord Ashfield (Past-President), Messrs. L. Ballan, V. M. Barrington-Ward (a Vice-President), David Blee, M. A. Cameron, A. L. Castleman, F. W. Crews (Secretary), H. T. Dutfield, Harold Elliott, D. H. Handover, S. G. Hearn, R. J. Hodges, Sir Cyril Hurcomb (Past-President), Messrs. J. A. Kay, R. Kelso (Past-President), D. R. Lamb (President-elect), G. Leedam, Brigadier-General Sir H. Osborne Mance (a Vice-President), Mr. G. Morton, Sir Joseph Nall (Past-President), Messrs. A. J. Pearson T. W. Royle (President), H. A. Short, G. S. Szlumper (Past-President), B. G. Turner.

TRANSPORT OF BARLEY.—The Minister of Transport has made the Railways (Transport of Barley) (Revocation) Order, 1948 (S.I. 1948 No. 1549).

Proposed Railway Links Across Africa



Mileages of existing African railways, with the three possible connections (numbered 1, 2, and 3) for transcontinental traffic which are discussed in the article opposite

Recent Rolling Stock Developments on the G.I.P.R.—2*

An experimental pressure ventilated and humidified equipment as an economical alternative to the mechanical compression and ice-activated types of air conditioning

By C. W. Clarke, M.Inst.C.E., M.I.Mech.E., M.I.Loco.E.
Chief Mechanical Engineer, G.I.P.R.

THE Indian railways have in service a number of upper-class coaches with air-conditioning equipment; some of the units installed are of the mechanical compression type, and others of the ice-activated type. It is significant, however, that the standard broad-gauge 68 ft. coach requires a 5-ton unit if fitted with the mechanical compression type of equipment, costing today approximately £4,650 f.o.r. Bombay. To this must be added the cost of providing double windows, ducting, and other special construction required, —and the cost of building a coach fitted with P.V.H. equipment is approximately £9,375 at present-day prices.

Reduction of Temperature and Dust

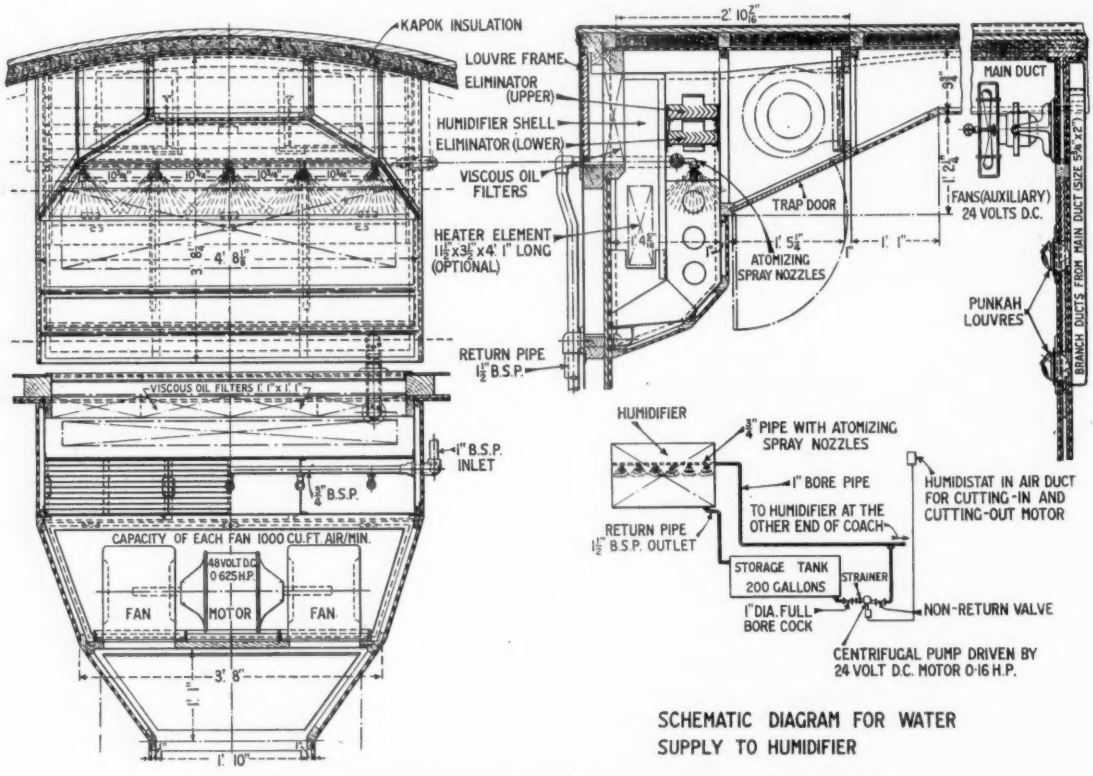
The coach fitted with the P.V.H. equipment was turned out in April, 1947, and was worked to New Delhi for an exhibition. Tests during this run showed that when the shade temperature during the day was 98° F., the temperature inside the compartments was 86° F., giving a temperature drop of 12° F. With a higher ambient temperature and more arid conditions, the temperature drop within the coach might be expected to be about 15° F. The coach has since been sent on an all-India tour as part of the "Silver Arrow" train exhibited by the Railway Board, and it has not yet been possible to collect further test data.

However, tests taken previously with suitably designed manometers showed the pressure inside the compartments to be $\frac{3}{16}$ in. water gauge above the ambient pressure. This slight pressure, although not apparent to the passengers, is most effective in preventing the ingress of dust, which is so troublesome in India. On the completion of the run from Bombay to New Delhi, a compartment of the coach was carefully swept to collect all dust which had settled in it, and the total volume of the dust collected was less than 1 cu. in. The double-sealed windows are effective in damping external noises, and the coach is comparatively quiet and dustproof.

During the test, six passengers travelled in the compartment, and smoked cigarettes. The air supply in the coach was fresh and clear, and the atmosphere was cleaner than in an air-conditioned coach. This is as might be expected, since no portion of the air within the coach is re-circulated, and fresh filtered air is drawn in continuously and supplied to the compartments.

In the P.V.H. equipment, air is drawn in through viscous oil filters mounted at the end of the coach, and then flows down the outer chamber of the humidifier and up its inner chamber, where it passes through a water spray which washes and humidifies the air. The air next passes through a double bank of eliminators to remove surplus moisture, after which it is drawn in on the suction sides of the blower fans, which are driven by a 0·625-h.p. 48-volt d.c. motor. The blower fans, each of which has a capacity of 1,000 cu. ft. of air per min., discharge into a central duct running the full length of the coach. A humidifier and twin blower fans are provided at each end of the coach, and discharge into the common central main duct. Leading from the main duct, there are branch ducts fitted on the lavatory side of the partition of each compartment, and air enters each compartment through adjustable punkah-louvres.

A water tank of 200 gal. capacity is mounted on the underframe, and a centrifugal pump, driven by a 0·16-h.p. 24-volt d.c. motor, supplies water at a pressure of 15 lb. per sq. in. to the common 1-in. bore



Layout of P.V.H. equipment as fitted in G.I.P.R. broad-gauge coach

so that the cost of building an air-conditioned coach is approximately £13,000.

Except in the coastal regions, the climate of the greater part of India is hot and arid, so that appreciable comfort could be obtained if filtered humidified air could be supplied within the coach. Accordingly, the Great Indian Peninsula State Railway designed and built in its Matunga Workshops, Bombay, a 68 ft. broad-gauge coach fitted with what is known as the P.V.H. (pressure ventilated and humidified) equipment, as shown on the drawing above.

The additional cost of providing a standard broad-gauge coach with such equipment is approximately £1,090—details of which are shown in the table on page 101

* Part 1 appeared in our issue of July 2

bus pipe, which is connected to the humidifiers at each end of the coach. The water returns by gravity to the storage tank through 1½-in. pipes.

A humidistat is mounted in the main duct, and operates a switch controlling the pump motor. It is set to cut-in the pump motor when the relative humidity falls below 64 per cent., and to cut-out when the relative humidity rises to 70 per cent. the aim being an effective temperature in the coach of not more than 80° F. (American Society of Heating & Ventilating Engineers' psychrometric chart).

Resistance-wire heater elements are fitted in the outer chamber of the humidifiers so that in cold weather warm air can be supplied to the compartments. In addition to the air blown into the compartments through the punkah-louvres, two 10-in. dia. bulkhead fans are provided in each compartment to give the required degree of air movement for comfort conditions during hot weather. The air exit from each compartment is through louvres in the lower half of the lavatory door, and thence through the lavatory chute.

An ordinary first-class coach has 16 ceiling fans each taking 48 watts, and 10 bulkhead fans each taking 36 watts, making a motor load of 1·13 kW. per coach. A coach fitted with P.V.H. equipment has 14 bulkhead fans each taking 36 watts, 2 blower motors each taking 576 watts, and a pump motor taking 120 watts, making a total motor load of 1·78 kW. The motor load of a 5-ton mechanical compression air-conditioning unit is 9·8 kW.

However, the P.V.H. equipment is not intended to compete with air-conditioned coaches intended for de-luxe travel, but it does offer an economical and effective form of comfort for upper-class passengers in hot and arid countries. In areas where the hot weather is only of four to six months' duration, the P.V.H. system lends itself to the possibility of combination with a small ice-activated unit.

The viscous oil filters, blowers, fans, circulating water pump, motors, and electrical equipment were supplied by J. Stone & Co. Ltd., other equipment being designed and built in the railway workshops.

(Concluded)

COST OF INSTALLING P.V.H. EQUIPMENT IN A 68-FT. BROAD-GAUGE COACH

Item	Qty. per coach	Unit	Rate Rs.	Cost Rs.	Cost £
Louvre frame, complete	2	Each...	40	80	6
Viscous oil filter unit, complete	2	Set ...	275	550	41
Humidifier shell with eliminators	2	Set ...	670	1,340	100
Battery of atomising spray nozzles	2	Set ...	25	50	4
Motor with two blowers	2	Set ...	2,000	4,000	300
Ducting, main and auxiliary	—	Lump sum ...	—	600	45
Punkah-louvres	35	Each...	39	1,365	102
Compartment fans with regulators	14	Each...	100	1,400	105
Alteration to lavatory doors for air exhaust	7	Each...	10	70	5
Water tank and suspension	1	Set ...	—	650	49
Pipes and pipe fittings	—	Lump sum ...	—	865	65
Water raising apparatus, complete	1	Set ...	—	920	69
Main switches for motors	3	Each...	20	60	5
Roof insulation	—	Lump sum ...	—	475	36
Difference due to provision of double windows and blinds (over standard three shutters)	28	Set ...	—	1,750	131
Labour	—	Lump sum ...	—	400	30
	Total ...		Rs.	14,575	1,093

Laminated Plastics for Railway Coaches

Western Region coaches fitted with Traffolyte and Formica panels

IN our issue of June 6, 1947, details were given, together with photographs and explanatory drawings, of the design and construction of the first railway coach to be fitted entirely in laminated plastic panelling. This first example, being in the nature of an experiment, called for a great deal of research into construction methods and other requirements.

During the past twelve months, however, there have been further developments in this field, and the photographs reproduced below show the interiors of two coaches on British Railways, Western Region, a number of which have been panelled throughout in decorative plastics made by De La Rue Insulation Limited, Imperial House, Regent Street, W.1.

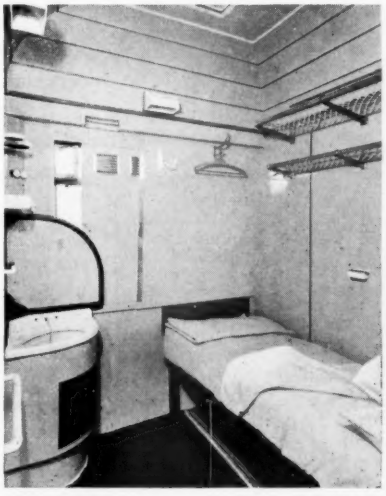
One shows a first class sleeping car in which the panelling has been carried out in pale green Traffolyte with thin dark green mouldings and a dove grey Traffolyte with dark red mouldings.

Another coach has been panelled throughout in Formica decorative laminated plastic. The third class section was completed in cream and the first class section in a design of cream and green linette. Wood grain laminated plastic panels also have been incorporated.

The construction of the panels is the same for all coaches and consists of a $\frac{1}{16}$-in. sheet of Formica or Traffolyte veneered to plywood. A reference to the wood veneer Formica was made in our May 21, 1948, issue, which showed on page 606 an illustration of a full-size half-section of a railway dining car panelled in this material.

The appearance of these coaches is notable for the fresh attractive look of the laminated plastic panelling. The colour schemes, also, have been carefully thought out. Maintenance should be negligible and it is claimed that the well-groomed appearance will stand the test of service.

The Formica and Traffolyte materials used in the fitting of these coaches were manufactured at the Tynemouth factory of De La Rue Insulation Limited, and the fabrication was carried out by Hampton & Sons Ltd.



Sleeping berth in pale-green Traffolyte plastic panelling

Western Region third class compartment panelled in cream Formica plastic made by De La Rue Insulation Limited

Self-Service Buffet Car in South Australia

Special attention to low noise-level in a new vehicle with comprehensive electrical catering and air-conditioning services

A SELF-SERVICE cafeteria car has been constructed recently for use on the South Australian Government Railways. It incorporates many unusual features of design which are of interest to technicians in this field of construction. The car, built at the railway workshops at Islington, South Australia, was displayed at the Royal Exhibition held in Adelaide, the State capital, early this year. It has an overall length of 77 ft., is 9 ft. 9 in. wide, and weighs 44 tons fully equipped.

In the general design special attention has been given to temperature control, and the reduction of noise by the use of kapok mattresses as insulators in the side frames and roof. Provision has been made also for 2 in. of rubber and cork in the floor, and the double glazing of all windows, the inner panes of which are shatter-proof.

The appearance of the vehicle is enhanced considerably by exterior panelling of anodised aluminium alloy. The car is carried on four-wheel bogies of a fabricated lightweight design, made up of mild-steel pressings, electrically welded together. Roller bearing axleboxes and flexible springs, combined with the liberal use of rubber, and special bonded asbestos wearing surfaces, ensure a considerable reduction of noise.

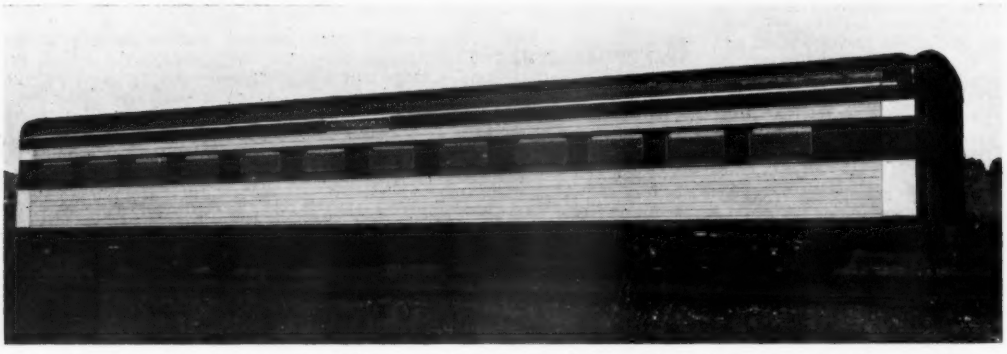
The underframe, side frames, and roof are combined in a box unit by welding the sections together. All side frame, roof and floor members are steel pressings, and the result is a lightweight fabricated structure of exceptional strength and rigidity. The anodised aluminium alloy used in the exterior panelling is of strip, $\frac{1}{32}$ in. thick, and was rolled in unbroken lengths of 75 ft. The interior design includes anodised aluminium fittings, generous window space, and venetian blinds for the windows, the slats of which are also anodised aluminium. An unusual table and seating arrangement permits ready access to vacant seats without inconvenience to other passengers. Air-conditioning provides a constant supply of filtered air at controlled temperature, which is circulated with a complete air change every 6 min.

The electrically-operated catering equipment is of most modern design, and provides refrigeration space for cold meats, salads, liquids and ice cream, with the usual heated containers for cooked foods, soup, coffee, and tea. Two separate electrical installations provide the power required for the various services and uses. A 20-kW. 48-volt d.c. generator, driven from one of the axles, supplies power for the air-conditioning system and emergency lighting; while a 25-kVA. 415-volt 3-phase generator, driven by a 30-h.p. 8-cylinder V-type petrol engine supplies the main lighting, heating, and refrigerating power.

The use of aluminium in the general construction is designed to minimise dead weight as well as for its decorative qualities. This modern cafeteria car can accommodate 45 passengers, and its construction is in keeping with the high standard of skill and design maintained by the Islington Workshops.

At the present time the workshops employ 2,000 men. They cover an area of 105 acres, and incorporate a complete chemical and physical laboratory, an air-conditioned tool room, heat treatment department, and a metallurgical centre. Other features of the works are ferrous and non-ferrous foundries, forge shops, and paint mills.

The workshops are engaged on a comprehensive programme of construction, which includes the building of sleeping cars, main-line passenger and buffet cars, and the conversion of existing cars to modern requirements. Streamline 4-8-2 locomotives for fast passenger traffic are also in production, and a number has been placed in service already.



South Australian Government Railways cafeteria car with anodised aluminium exterior panelling

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WIDER USE OF HOMEGROWN TIMBER.—Due to difficulties in obtaining sufficient supplies of timber from abroad, railway engineers have turned more and more to home-grown timber to meet their needs, and many items of railway equipment, such as keys, sleepers and tools once made of foreign timber now are fashioned from British wood. This increased use of home-grown timber was illustrated by the British Railways, Southern Region, stand at the Tunbridge Wells Agricultural Show on July 20 and 21, when a variety of samples was displayed.

AGREEMENT IN U.S. WAGES DISPUTE.—It was announced from the White House on July 9 that negotiations with the railway unions had resulted in a wage increase of 15½ cents an hour being accepted by the categories of staff whose threatened strike last May resulted in control of the railways being assumed by the U.S. Army on May 10 (see our May 14 issue). Last Friday, Mr. Kenneth Royall, Secretary of the Army, announced the return of control to the respective railway companies. He said that the satisfactory continuance of railway working during the period of Army control was due largely to the high degree of co-operation between labour and management.

FUEL ECONOMY AT EUSTON HOUSE, L.M.R.—By introducing a system of electricity economy operated by volunteer fuel wardens, the London Midland Region has reduced electricity consumption at Euston House, its London headquarters, to less than half the pre-war figure—equivalent to the saving of one ton of coal a week. Euston House, a modern eight-storey office building housing 1,250 employees, began the scheme seven months ago. Since then, the weekly consumption of electricity has been reduced by 78 per cent. Current-saving ideas, all of which have been put into force without impairing the efficiency of the building, involved the removal of light bulbs from decorative wall fittings, reducing the wattage or number of bulbs on landings and corridors, and the re-siting of desks to obtain maximum natural light. The scheme is being followed up with a poster campaign which puts the question, "Have you switched off the lights?"

P.W.I. CONVENTION, 1949.—It has been agreed tentatively that the next annual Summer Convention of the Permanent Way Institution be held in Dublin, beginning on June 18, 1949.

BRITISH STANDARD FOR OIL SUCTION DISCHARGE HOSE.—In January, 1945, the Petroleum Equipment Industry Standards Committee of the British Standards Institution was set up and authorised to prepare standards for equipment manufactured in the United Kingdom for the petroleum industry; and B.S. 1435, Oil Suction and Discharge Hose for Use in the Petroleum Industry, is the first standard in this series to be published. Copies of B.S. 1435 may be obtained from the Sales Department, British Standards Institution, 24, Victoria Street, London, S.W.1, price 2s., post free.

French National Railways Oil Storage Depots

To supply 620 oil-fired steam locomotives, the French National Railways recently have installed a number of oil storage and distribution plants

PLANS to equip a large number of steam locomotives with oil burners, to save an estimated 800,000 tons of coal a year, were undertaken by the French National Railways (S.N.C.F.) late in 1946 at the request of the Government. The 620 2-8-2 locomotives of Class "141-R," built in America after the Liberation, were selected for the purpose. Of these, 300 arrived equipped as oil-burners, while 320 were to be fitted in France. As the latter were equipped already with efficient mechanical stokers, the change-over involved heavy expense. In addition, storage tanks with pumping and heating outfits had to be installed, and tenders adapted to take an oil tank and heater. Out of the 620 locomotives, 550 were assigned as follow: 20 in the Eastern, 180 in the Western, and 350 in the South-Eastern Regions. The whole outlay was put at more than £1,000,000.

Plans provided for erection of storage tanks at base depots, and at relay depots for supplying tenders with sufficient fuel for return to base. Tank capacity generally was made sufficient for ten days' supply. In all, 50 storage centres were planned. The capacity ranged from 22,000 gal. in the small relay depot with one standpipe to 440,000 gal. with four standpipes at the largest depots as at the Le Mans installation.

Base Depot at Le Mans

The base depot at Le Mans, junction of the Western Region lines from Brest and Nantes, was the first equipped as a prototype. The installation comprises a complete outfit for discharging, storing, pumping, and feeding fuel oil to as many as four locomotives at a time. The tank wagon, brought up by rail close to the enclosure wall around the storage tanks, discharges the previously-heated oil by gravity into a welded-steel, 4,500-gal. horizontal cylinder sunk in a pit and fixed in position by iron stanchions. This installation was placed in service on July 10, 1947, and was soon distributing fuel oil at the rate of 38,500 gal. every 24 hr.

The underground tank is made of ¼-in. steel tested to pressures of about 30 lb. per sq. in. It has two manholes with bolted covers, one taking the oil delivery, suction, aeration, gauging, and heating pipes. From this tank the fuel oil is pumped into the storage tanks above ground by a suction pump with a capacity of 11,000 gal. per hr. Two storage tanks, with a capacity of 100,000 gal each, stand on a layer of sand and tar and are enclosed by a continuous wall intended to retain the oil in case of fracture or leakage. The standard tank is of riveted steel, except the dome-shaped roof, which is electrically welded and supported by a steel framework. The oil is pumped in on one side through a 6-in. pipe; on the other are two 4-in. pipes for the distribution pumps. The tank can be emptied completely through a 20-in. pipe. On the roof are gauge and aeration pipes and a manhole reached by a staircase and gangway. Other fittings include a float-type oil-level indicator, and heating grills at the bottom of the tank.

Five pumps and two motors are housed in a small two-room shed outside the enclosure, the pumps in one room and the motors in the other. Four of the pumps, each with a capacity of 5,500 gal. per hr., are available for filling locomotive tenders. The fifth (11,000 gal.) is used for the storage tanks. One 5-h.p. motor drives the smaller pumps and an 8-h.p. motor the larger one by direct-coupled shafts passing through the partition.

In the pump room a push-button serves to start or stop the pump filling the storage tanks. For filling the tenders the distribution pumps may be started or stopped either in the pump room or at the standpipe pylon adjacent to the locomotive. Two pipes connect the four pumps for distribution to the four pylons in the yard. The conduit pipes are lagged with asbestos wool held in place and protected by a thin steel sheath, and are heated by an enclosed steam pipe. The four pylons

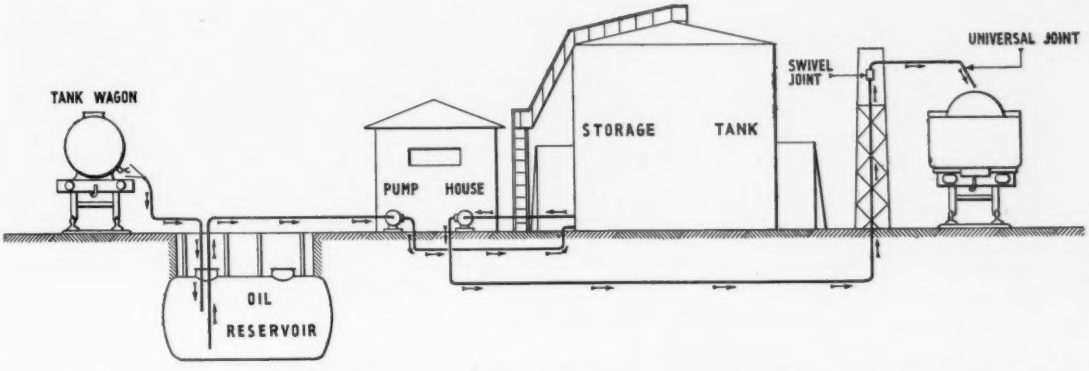
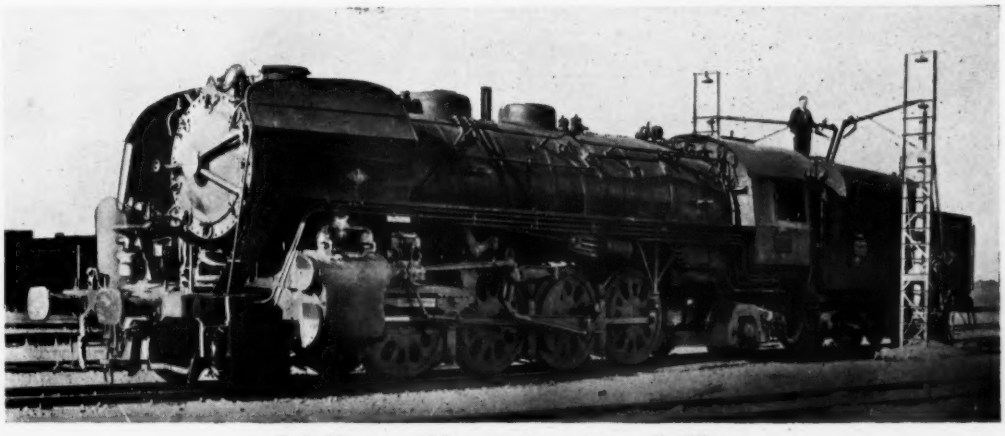


Diagram showing the pumping system and direction of oil-flow for transferring fuel from tank wagon to storage tank and from storage tank to standpipe and locomotive



Refuelling an oil-burning locomotive at Le Mans

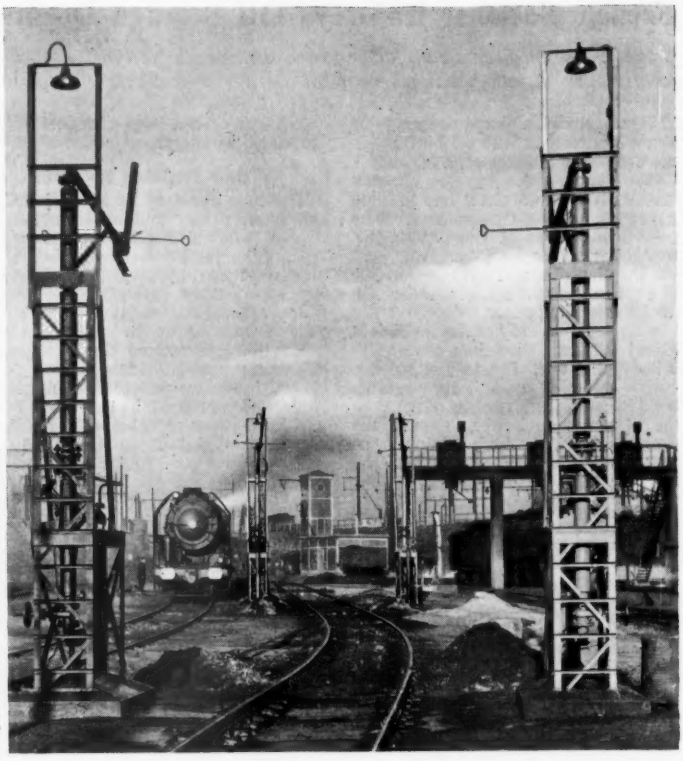
can feed four tenders simultaneously, or two adjacent pylons can feed one or two tenders at the same time. At the top of the vertical feed pipe supported by the steel-frame pylon is a pivoted arm containing a ball-and-socket joint permitting insertion of the end of the pipe in the tender. A quick-acting cut-off valve and a meter for measuring the supply are fitted in the vertical column. The supply is also measured by a gauge on the tender. Push-buttons for remote control of the pumps are within easy reach. In case of failure in the remote control, the supply can be controlled by the push-buttons in the pump room.

Fuel Oil Temperature

The viscosity of the fuel oil used at Le Mans is such that a temperature of 38° C. (100·5° F.) is sufficient to ensure an easy flow. Heating pipes are installed in the underground tank, in the storage tanks, and along the various conduits. Pending the construction of boiler equipment, steam is supplied by a locomotive to a central collector in the pump room and a conduit is used for preliminary heating of the oil in the tank wagon before discharge.

Fire-fighting appliances of the latest type are in readiness close to the installation, and can be brought into action quickly in the event of a fire. The ground surfaces contiguous to the oil plant are cemented to avoid impregnation of the soil by oil, and hydrants permit periodical scouring of such areas.

Technical details concerning railway fuel oil depots in France were given by M. Magne, Chief Press Officer, S.N.C.F., in an article in *Rail et Route*, while the S.N.C.F. staff journal *Notre Metier* has published details of the Le Mans depot.

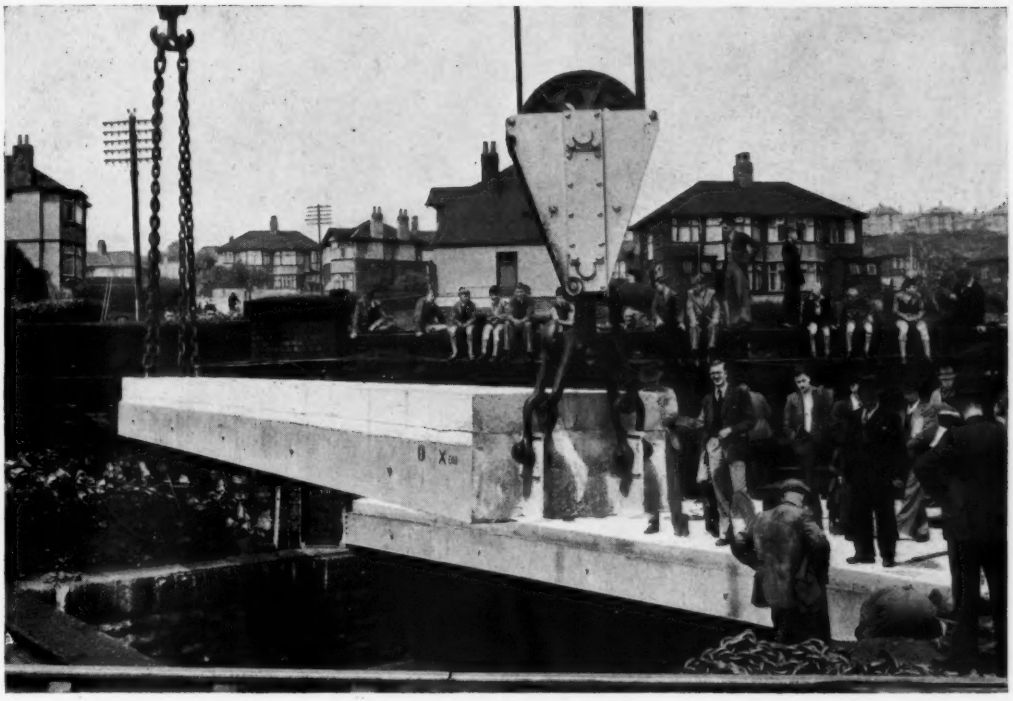


The four standpipes at Le Mans, which are so arranged that oil can be delivered to engines on any of three tracks

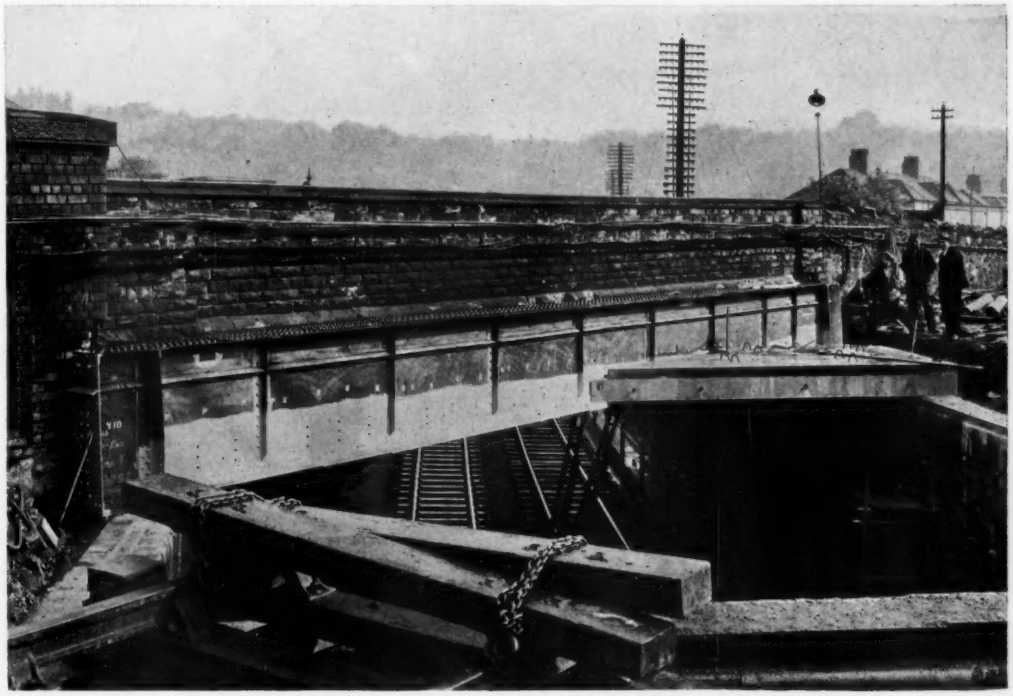
Western Region Bridge Rebuilding

Showing the first half of the bridge at Maesglas, Newport, completed, with precast deck units in position. Further reference to the reconstruction of this bridge is made in an editorial note this week

Western Region Bridge Rebuilding

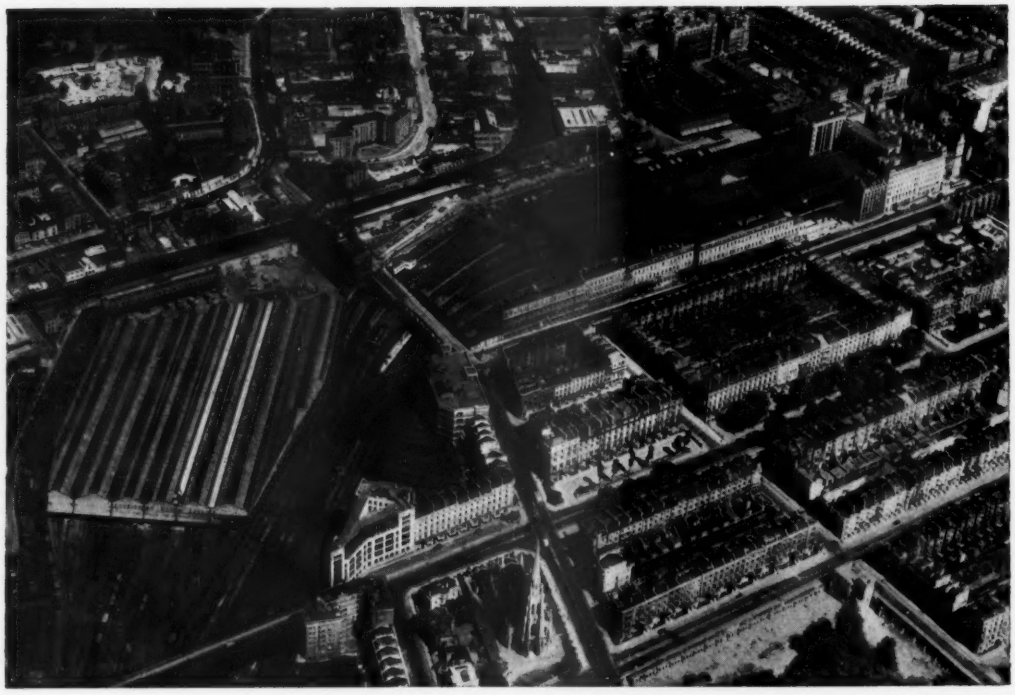


Heavy precast concrete deck unit weighing 30 tons being slung into position at Maesglas Bridge, Newport, by means of two 45-ton steam cranes



New main girders of Maesglas Bridge in position. This skew bridge, which replaces a bridge built in 1884, has a span of 50 ft. and carries four mineral lines

Aerial Views of London Termini



Paddington passenger and goods stations. The Railway (London Plan) Committee (see our July 16 issue) recommends bringing the frontage of the passenger station forward to a projected ring road linking the principal termini

St. Pancras (with Somers Town Goods on left) and Kings Cross (right). The committee recommends retaining or reconstructing these stations on their present sites

Photos [*Aerofilms Limited*

RAILWAY NEWS SECTION

PERSONAL

Mr. N. S. Sen (General Manager, Bombay, Baroda & Central India Railway) has been elected President of the Indian Railway Conference Association, in succession to Sir Jeffery Reynolds (General Manager, South Indian Railway).

Mr. H. A. L. Trew, Acting Press Officer, Western Region, British Railways, Paddington, has been appointed Press Officer.

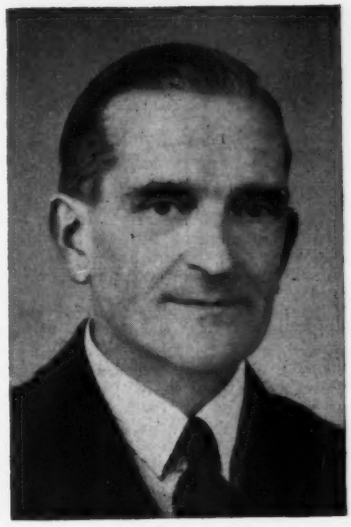
Mr. William Henry Johnson, Secretary to the London & North Eastern Railway Company from October, 1942, who, as recorded in our last week's issue, has been appointed Acting Secretary to the Hotels Executive of the British Transport Commission, entered the service of the Great Central Railway in 1901 in the office of the Secretary of that company at London Road Station, Manchester. He transferred to London with certain other headquarters staff in 1906, and subsequently passed through various sections of the Secretary's Department, obtaining a wide experience of secretarial practice and procedure. He was Personal Clerk for many years to Sir Alexander Henderson (afterwards Lord Faringdon), Chairman of the Great Central Railway Company. Mr. Johnson was appointed Clerk to the G.C.R. board and committees in August, 1920, and continued in a similar position on the formation of the London & North Eastern Railway Company in 1923. He was appointed Chief Board & Committee Clerk, L.N.E.R., in March, 1929, and continued in that position until he was made Assistant Secretary in February, 1937. He was appointed in October, 1942, Secretary of the London & North Eastern Railway Company, the Forth Bridge Railway Company, Manchester South Junction & Altrincham Railway and the Oldham, Ashton-under-Lyne & Guide Bridge Junction Railway Company, together with various directors' committees joint with the London Midland & Scottish Railway Company. Mr. Johnson is still engaged on certain duties on behalf of the L.N.E.R. in connection with the dissolution of that company, and his services have, therefore, for the time being, been lent in the capacity of Acting Secretary by the British Transport Commission to the Hotels Executive.

Mr. W. H. Johnson
Appointed Acting Secretary to the Hotels Executive

Mr. E. A. Boothroyd, who, as recorded in our July 2 issue, has been appointed Solicitor to the Docks & Inland Waterways Executive, entered into articles of clerkship with Mr. I. Buchanan Pritchard, then Chief Legal Adviser, L.N.E.R., in 1930. Mr. Boothroyd passed the Solicitors' Final Examination, and entered the service of the L.N.E.R. on admission as a solicitor in 1934. After two years in the Common Law and General Sections, Chief Legal Adviser's Office, at Kings Cross, he took charge of the York office serving the North Eastern Area, and gained considerable experience of the legal work arising from the dock undertakings at Hull, West Hartlepool and Middlesbrough. In 1942, while continuing to supervise the work of the York office, he gave part-time assistance at the head office, then located at Hitchin, and dealt with the general legal work of the remaining port and shipping activities of the L.N.E.R. in England, at Grimsby, Immingham, Lowestoft, and Harwich. Subsequently he returned to full-time employment in the North Eastern Area at York, but continued to handle the Admiralty work of the L.N.E.R. system. When it was decided recently to reorganise and expand the York office to become the Regional Solicitor's Office, North Eastern Region, British Railways, Mr. Boothroyd was appointed Assistant Regional Solicitor.

Mr. E. A. Boothroyd
Appointed Solicitor to the Docks & Inland Waterways Executive

Mr. G. E. Staves, B.Com., A.M.Inst.T., who, as recorded in our July 2 issue, has been appointed Assistant Secretary (Docks) to the Docks & Inland Waterways Executive, was born in London and educated at the London Polytechnic. He joined the L.N.W.R. in the London District Goods Manager's Office. He served four years with the Forces, and after the armistice in 1918 was Secretary, British Section, Inter-Allied Rhine Navigation Commission, at Cologne. Mr. Staves resumed railway duties and was later engaged on various special inquiries, including the amalgamation of the L.N.W.R. and Midland Railway cartage organisations, and mechanisation of London cartage. He transferred to the Chief Goods Manager's Department in 1929, and was engaged for some time with the special committee set up to consider the mechanisation of goods terminal facilities, after which he was transferred to the Docks & Canals Section under the Chief Commercial and Chief Operating Managers. In 1939 he was appointed Docks Assistant in the Barrow District, and on the outbreak of war was transferred to the Ministry of War Transport for service with the Shipping Diversion Organisation. He was recalled to L.M.S.R. headquarters in 1940 to become Head of Docks & Canals Section, and in 1944 was appointed Assistant (Docks & Canals) at headquarters. Mr. Staves was railway representative on the Government reconnaissance party appointed in 1940 to report on the use of west coast ports for War Department traffic and the construction of military ports.



Mr. G. E. Staves
Appointed Assistant Secretary (Docks) to the Docks & Inland Waterways Executive

We regret to record the death on July 13, at the age of 49, of Mr. F. Bostock, General Secretary of the Railway Clerks' Association. He had been ill for several months. A portrait and biography of Mr. Bostock appeared in our issue of January 16 last.

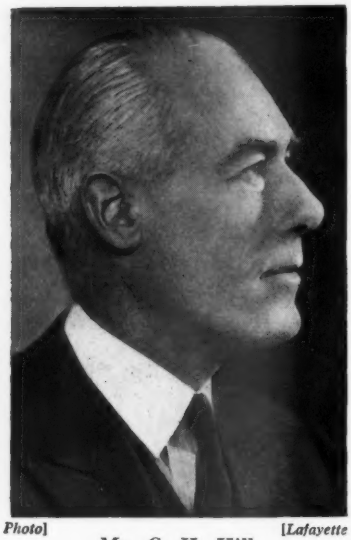
We regret to record the death on July 14, at the age of 77, of Mr. Harry Brearley, a Director of Brown Bayley's Steel Works Limited. Mr. Brearley was at one time Head of the Research Laboratory of Thos. Firth & John Brown Limited at Sheffield.

Viscount Hambleden, Governing Director of W. H. Smith & Son Ltd., who died on March 31 last, aged 44, left unsettled property of the gross value of £2,933,199, so far as can at present be ascertained, the net value of the estate being £2,891,286. Duty paid is £2,024,081.

Mr. J. Sawers

General Manager, New Zealand Government Railways, 1944-48

Mr. J. Sawers, General Manager, New Zealand Government Railways, who retired recently, joined the Railways Department at Dunedin as a cadet in 1906, and served in various capacities in the Otago District until his transfer to Head Office, Wellington, in 1924. In 1928 he became Information Officer, and he retained that position until his appointment as Goods Agent at Christchurch in 1936. He was appointed Assistant Traffic Manager at Auckland in 1937, District Traffic Manager, Auckland, in the next year, Assistant General Manager in 1940, and General Manager in 1944. Mr. Sawers served with the New Zealand Expeditionary Force during the 1914-18 war.



Photo] [Lafayette

Mr. C. H. Hill

Chief Mechanical Engineer, Sudan Railways, 1942-48

Mr. C. H. Hill, A.M.I.Mech.E., who has retired from the position of Chief Mechanical Engineer, Sudan Railways, was educated privately and at Marlborough College. After being commissioned and serving in the Royal Field Artillery during the 1914-18 war, he became a premium apprentice with Beyer, Peacock & Co. Ltd., at Gorton, continuing in the drawing office there until 1923. Mr. Hill entered the service of the Sudan Railways in 1923 as District Locomotive Superintendent, and served in that capacity in various districts until 1936, with brief periods during which he served as Carriage & Wagon Works Manager. In 1936 he was promoted Works Manager, Locomotive, Carriage & Wagon Works, and in 1939 became Assistant Chief Mechanical Engineer. He was appointed Chief Mechanical Engineer in 1942.

Mr. Charles Bostock

Appointed General Manager of the Hay's Wharf Cartage group

We regret to record the death on July 19, at the age of 81, of Lord Ritchie of Dundee, who was Chairman of the Port of London Authority from 1925 to 1941.

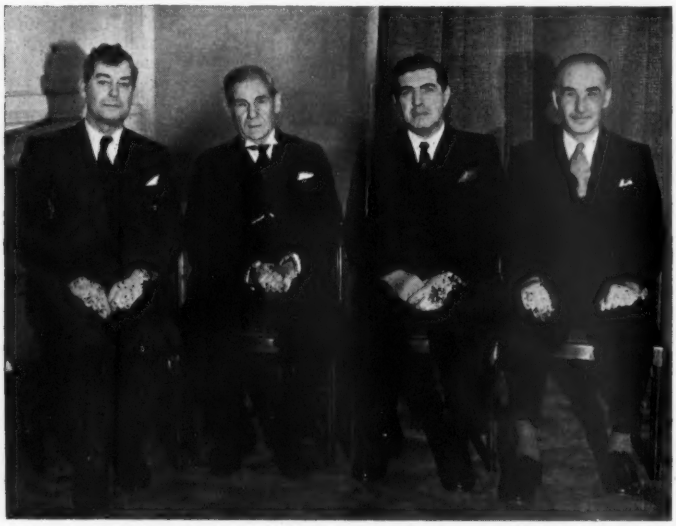
The Minister of Fuel & Power has appointed the following to be members of the Scientific Advisory Council which is being set up to advise him on the scientific aspect of his statutory duties:—Sir Alfred Egerton (Chairman), Engineer Vice-Admiral Sir Harold Brown, Dr. H. Roxbee Cox, Sir Charles Ellis, Professor F. H. Garner, Sir Charles Goodeve, Dr. E. S. Grumell, Mr. J. Hacking, Dr. H. Hollings, Professor D. M. Newitt, Sir Harry Ricardo and Professor S. Zuckerman.

Mr. Charles Bostock, B.A., A.M.Inst.T., Secretary of Hay's Wharf Cartage Co. Ltd., Pickfords Limited, and Carter Paterson & Co. Ltd., who, as recorded in our July 9 issue, has been appointed General Manager of the group, was educated at Winchester, and at Trinity College, Cambridge, where he took a degree in Mechanical Science. He joined Pickfords Limited in 1927, after an earlier career at the Ministry of Pensions. Shortly after taking up his appointment with Pickfords he was appointed Secretary, and he became Secretary of Hay's Wharf Cartage Co. Ltd. in 1933, and of Carter Paterson & Co. Ltd. in 1947. As executive head of the Hay's Wharf Cartage group he will be in charge of a staff of some 12,000, and over 3,000 motor vehicles, 1,000 trailers and 350 horses. Mr. Bostock has served on various financial committees of the Road Haulage Association. During the 1914-18 war he served in the Life Guards.

HAY'S WHARF CARTAGE GROUP

The board of Hay's Wharf Cartage Co. Ltd. is now constituted as follows:—Sir James Milne (Chairman); Major-General G. N. Russell; Messrs. R. H. Wilson, C. Barrington, J. Paterson, W. J. Elliott, H. W. Elliott. The boards of Pickfords Limited and Carter Paterson & Co. Ltd. are similarly constituted. Mr. E. J. Church has

Visit of Sir Cyril Hurcomb to Eastern Region



A group including Sir Cyril Hurcomb, Chairman, British Transport Commission, during his recent visit to the Eastern Region. Left to right: Mr. J. H. Brebner, Chief Public Relations & Publicity Officer to the Commission; Sir Cyril Hurcomb; Mr. C. K. Bird, Chief Regional Officer, Eastern Region; and Mr. David Blee, Member, Railway Executive

been appointed Secretary of the group, in addition to his duties as Chief Staff & Welfare Manager. Mr. C. J. E. Cable, Assistant Secretary, Carter Paterson & Co. Ltd., becomes also Assistant Secretary, Hay's Wharf Cartage Co. Ltd. and Pickfords Limited.

Mr. J. C. G. Cossey, M.I.Loco.E., has retired from the boards of A.B.C. Coupler & Engineering Co. Ltd., Wota Limited, and Meboe Limited. He started his career as a premium apprentice in 1900 at the Stratford Works of the Great Eastern Railway, later becoming a draughtsman. Later he gained experience in the shops of the Grand Trunk Pacific Railway, and afterwards became Shop Superintendent, Canadian National Railways, Winnipeg. He joined the A.B.C. Coupler & Engineering Co. Ltd. as Engineer & Secretary in 1920, becoming a Director, and Chief Engineer, in 1933. Consequent on Mr. Cossey's retirement, Mr. James B. Curry, Director, has been appointed Managing Director of A.B.C. Coupler & Engineering Co. Ltd., Wota Limited, and Meboe Limited. Mr. A. W. Strudwicke, Works Manager, and Mr. G. H. Smith, Chief Designer, have been appointed Joint General Managers of the A.B.C. Coupler & Engineering Co. Ltd.

We regret to record the death on July 16, at the age of 49, as a result of a motor accident, of Mr. D. B. Hoseason, M.I.Mech.E., M.I.E.E., Director of Studies at the Administrative Staff College, and formerly Assistant Managing Director of the Brush Electrical Engineering Co. Ltd.

Mr. E. L. Triffitt, Assistant to Engineer (Maintenance), North Eastern Region, British Railways, York, has been appointed District Engineer, York.

Don Juan José Vistalli, Technical Adviser to the Argentine Presidential Committee for the co-ordination of the Argentine five-year plan, with the rank of Ambassador on Special Mission, has arrived in London as a guest of the British Government. He will visit industrial centres to study capital equipment which may be useful for the plan.

Mr. W. H. Vine, Assistant District Goods Manager (Commercial), Broad Street, London Midland Region, has been appointed Chief Representative in charge of the London Commercial (Goods & Parcels) Office, 13, Aldersgate Street, the newly-opened unified British Railways office designed to give traders and organisations in the London area a more comprehensive service. Mr. Vine will co-ordinate the work of 80 selected and specialised outdoor representatives.

Mr. J. Gladstone Smith, whose particular responsibility has been to plan the movement, in the London Division of the G.W.R., and latterly Western Region, British Railways, of relief expresses, excursion trains, specials for sporting events and occasionally a Royal train, is retiring at Paddington after 50 years' service.

Fifty senior stationmasters and members of office staff attended a dinner at the Talbot Hotel, London Wall, recently, to bid farewell to the District Superintendent, Stratford, British Railways, Mr. G. F. Fiennes, on his promotion to Eastern Region headquarters as Assistant Operating Superintendent (Eastern Section). Mr. F. S. Chilvers, Assistant District Superintendent, supported by Mr. G. M. Booth, Stationmaster, Liverpool Street, and Mr. D. E. Rose, Yardmaster, Temple Mills, in proposing Mr. Fiennes' health, referred to the efforts of the past four years which had brought the standard of operation up to practically the pre-war level.

Mr. Thomas Shanks, Assistant to the Commercial Superintendent (L.M.S.R. Matters), Scottish Region, British Railways, has retired, after 50 years' service.

Acton Works Visited by Sir Cyril Hurcomb

When Sir Cyril Hurcomb, Chairman of the British Transport Commission, accompanied by Lord Ashfield and Lord Rusholme, Members of the Commission, and Lord Latham, Chairman of the London Transport Executive, paid a visit of inspection to London Transport's Acton railway repair works, it was announced that all new District and Metropolitan trains on the Underground are to be fitted with fluorescent lighting.

The delivery of an order for 143 new Underground cars for the District and Metropolitan Lines, Sir Cyril stated during his visit, will commence in the first quarter of 1949. The new cars, which will be of the most modern type, are to be fitted with the new standard fluorescent lighting. They will have automatic doors.

These new cars are part of a programme which will enable improvements in the District Line service to be made, including substitution of eight-car trains for present six-car formations. At the same time, a further 82 existing non-motor District Line cars will be converted to motor cars incorporating the latest improvements, including fluorescent lighting. These will be run with the 143 new cars, to form a series of new Underground trains of the latest type.

During his tour of Acton Works, Sir Cyril inspected sections which have been reorganised to speed up Underground train overhaul. The reorganisation, which it is hoped will be starting in August, will increase the output of overhauled cars from the works to 1,150 a year.

Ulster Transport Bill Third Reading

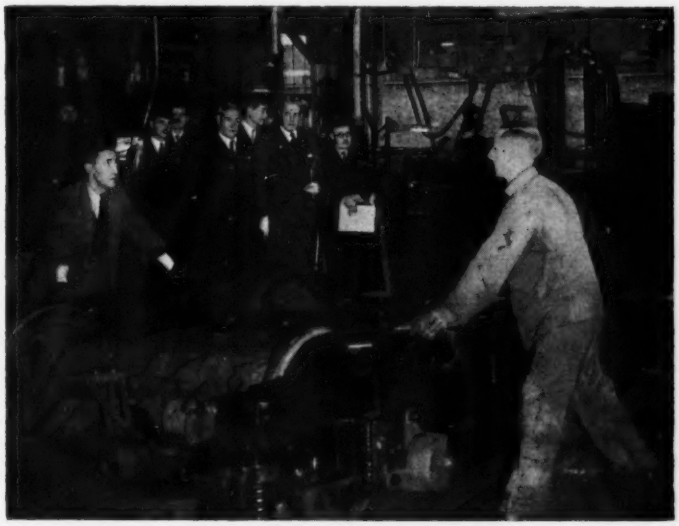
When the Northern Ireland Transport Bill (see our May 28 issue) was given a third reading in the Ulster House of Commons recently, the Parliamentary Secretary to the Ministry of Commerce, Major Perceval-Maxwell, scouted a suggestion that "mysterious negotiations" with regard to railway transport had been going on with Eire.

The Parliamentary Secretary said that if anybody suggested mysterious negotiations with Eire, then they knew more than he did. There was not the slightest reason for negotiations other than with the British Transport Commission, but the time might come when it would be necessary in connection with the Great Northern Railway (Ireland) to discuss the matter with Eire. The time, however, had not yet arrived, and he was not going to discuss the possibilities of the future. He could say nothing of the terms under which the Northern Counties Committee railway would be taken over. He had not seen the arbitration award.

Sir Milne Barbour (South Antrim—U.) hoped that the Bill would be put into operation as soon as possible. Delay in the past had injured railway shareholders. He asked whether the Government in the Bill was providing itself with adequate finances to organise the single transport authority of the magnitude which was envisaged.

Lord Glentoran (Bloomfield—U.) hoped that there would not be any drastic cutting down of services on the County Down Railway. If the ordinary working was interfered with, it would be resented by the public.

Sir Cyril Hurcomb at Acton Works



Scene during the visit to Acton Works, London Transport, of Sir Cyril Hurcomb, Chairman of the British Transport Commission, who is seen here with Lord Latham, Chairman, London Transport Executive, Mr. J. H. Brebner, Chief Public Relations & Publicity Officer, B.T.C., and Mr. W. S. Graff-Baker, Chief Mechanical Engineer (Railways), London Transport

Belgian Congo Railway Jubilee

Celebrations at Léopoldville, the capital of the Belgian Congo, extending from June 30 to July 5, marked the 50th anniversary of the opening, on July 4, 1898, of the Matadi-Léopoldville Railway, the first railway in Belgian Africa. The steam-worked 3-ft. 6-in. gauge line between Matadi and Léopoldville is 227 miles long, and is owned and worked by the Office d'Exploitation des Transports Coloniaux (Otraco), which also owns and works the 87-mile line (2-ft. gauge) between Boma (on the northern bank of the mouth of the River Congo, 25 miles downstream from Matadi) and Tshela.

Early Work on the Line

Matadi was chosen as the railhead of the line to the interior because the Congo is navigable for large vessels for 95 miles upstream. Between Matadi and Léopoldville, a succession of falls and rapids makes navigation impossible. Work on the line was begun on March 15, 1890, and the first regular train arrived at Stanley Pool, the widening of the Congo on which Léopoldville is situated, on July 4, 1898.

The history of the line is connected closely with British enterprise. On November 25, 1878, King Léopold II formed the Comité d'Etudes du Haut Congo, the main task of which was the economic development of the Belgian Congo, including also the building of a railway from the coast to the interior. The railway, however, was to be worked by a separate concern, to be known as the Société Internationale des Chemins de fer en Afrique. The international character of this venture was to be stressed by asking foreign financial interests to associate with it.

For political reasons, King Leopold II dissolved the Comité d'Etudes in 1879. British financial interests in the committee were compensated by the concession for a railway from the coast into the interior, and soon formed the Congo Railway Company, alternatively known as the "Manchester Syndicate." Opposition to this British scheme by Belgian interests was strong, and gained influence with King Léopold through the ascendency of his Private Secretary, Captain Albert Thys.

Eventually, the Compagnie du Congo pour le Commerce et l'Industrie (C.C.C.I.) was formed (February 9, 1887), which was successful in ousting the British scheme. On July 31, 1889, the Compagnie du Chemin de Fer du Congo was formed as an offshoot of the C.C.C.I. On March 16, 1936, the newly formed Otraco took over the line from that company.

From Matadi, the railway leaves the Congo Valley and leads through the mountainous M'Pozo region and the Palaballa massif to Thysville, and thence north-east to Léopoldville. There is one passenger train daily (except on Sundays) each way, and the distance of 227 miles is covered in 11 hr.

System of Air Lines

In addition to a comprehensive system of airlines operated by the Belgian Sabena company, connecting all important places in the colony with Léopoldville, there is a steamer service every 21 days between Léopoldville and Port Francqui, the next railhead further inland, the run taking 9 days upstream and 6 days downstream.

Port Francqui is the northern terminus of the system operated by the Compagnie des Chemins de fer du Bas-Congo au Katanga (formed in 1906). All its lines are of 3-ft. 6-in. gauge. One line connects Port Francqui, *via* Bukama and Tenke, with Elizabethville and, further south, with Sakania, where connection is made with the Rhodesia Railways. The line between Port Francqui and Sakania (including two short branches) has a route-mileage of 1,176. Two passenger trains a week operate each way between Port Francqui and Elizabethville, taking 69 hr. to make the journey. First and second class sleeping and restaurant cars of the International Sleeping Car Company are conveyed.

Institution of Railway Signal Engineers

The summer meeting of the Institution of Railway Signal Engineers, held recently, took the form of a visit to the works of the Ford Motor Co. Ltd. at Dagenham. The party consisted of some 120 members, ladies and other guests, and was led by the President, Mr. Arthur Moss (Signal & Telecommunications Engineer, Eastern Region, British Railways), supported by the Vice-Presidents, Mr. R. Dell (Signal Engineer, London Transport) and Mr. F. Horler (Signal Engineer, Siemens & General Electric Railway Signal Co. Ltd.), a number of Past-Presidents, Members of Council, and the Honorary General Secretary.

The visitors embarked on two vessels at Westminster Pier and proceeded to Dagenham, and lunch was served on the journey. On arrival at the Ford works they were conducted round the entire establishment, which employs 16,000 persons and is at present turning out 600 vehicles daily, and were shown the complete process of manufacture, including the production of pig-iron, coke, by-products and other activities, which render the factory largely self-contained. The foundry proved of great interest, as did the numerous machining operations, involving the use of large numbers of specially constructed machines working to fine limits, constantly checked.

Informal Dinner

The party afterwards re-embarked, and returned to Tower Pier, proceeding thence to the Abercorn Rooms, Liverpool Street Station, where an informal dinner was held. Mr. A. Moss presided, and the company numbered about 90. After the Loyal Toast, the President said he wished to thank the General Purposes Committee and its Honorary Secretary, Mr. W. H. Challis, who was unfortunately unable to be present, also the Honorary General Secretary, Mr. T. S. Lascelles, for a most enjoyable day. It was their first summer meeting since the war to which they had been able to invite ladies. It had not proved easy to arrange in the prevailing circumstances. Another year perhaps they might be able to pay a visit to the Continent, as in pre-war days.

The recent death of Mr. R. S. Griffiths, one of the members of the committee, had been a serious blow to them all, who had learnt to value his work highly. He had taken the greatest interest in the Institution, practically from its inception, and had come to occupy the presidential chair with much distinction. After passing through it, and right up to his last days, his advice, knowledge and sound experience had always been at the Council's service. They had lost a true friend.

Parliamentary Notes

British Transport Commission Order Confirmation Bill

Mr. T. Fraser (Joint Under Secretary of State for Scotland) on July 14 presented to the House of Commons the British Transport Commission Order Confirmation Bill, and it was formally read the first time. The object of the Bill is to confirm a Provisional Order under the Private Legislation Procedure (Scotland) Act, 1936, relating to the British Transport Commission.

Questions in Parliament

Transport Consultative Committees

Mr. Emrys Roberts (Merioneth—Lib.) on July 2 asked the Minister of Transport whether he would now announce the names of members of the Transport Users Committee for Wales appointed by him.

Mr. Alfred Barnes (Minister of Transport), in a written answer, stated: I expect shortly to invite nominations from the bodies concerned with a view to establishing the Transport Users Consultative Committee for Wales and Scotland, as I have already done for the Central Transport Consultative Committee.

Dining Car Staff

Mr. E. H. Keeling (Twickenham—C.) on June 15 asked the Minister of Labour whether he would make a statement about the strike of the dining car staff on the Southern Division of British Railways on June 7.

Mr. Ness Edwards (Parliamentary Secretary, Ministry of Labour): According to my information, there was no such strike.

Mr. Keeling: But is the Parliamentary Secretary not aware that in one of the principal trains to Waterloo on that day the dining car had no cooks, no waiters and no food?

Mr. Ness Edwards: I understand that this train was run in two parts, and, as happens very often on other systems, the second part of the train had no dining car staff; but there was no strike at all.

Mr. Keeling: Can the Parliamentary Secretary say whether in the old days of private ownership these ghost dining cars ran?

Mr. Ness Edwards: Certainly, it happened regularly.

Housing of Railway Staff

Brigadier R. Rayner (Totnes—C.) on June 24 asked the Minister of Health whether he was aware of the housing difficulties being experienced at Newton Abbot, Devonshire, because of the closing of the railway engine shed at Moretonhampstead and the transferring of operations to Newton Abbot; and what co-operation existed between his department and British Railways with regard to housing problems of that kind.

Mr. Aneurin Bevan (Minister of Health): I have received no representations on this particular case. As regards the second part of the question, I have made arrangements for local housing authorities to be consulted, where appropriate, about problems of this kind.

Brigadier Rayner: Does the Minister appreciate that there is a case of a small branch line, the personnel of which have lived at one end for periods ranging up to 30 years, who now suddenly find that they are all transferred to the other end where there are no houses available? In difficult cases of this kind will the Minister do

what he can to get together with the other responsible authorities?

Mr. Bevan: I have received no representations about this particular case.

Southern Railway Savings Bank

Mr. A. C. Bossom (Maidstone—C.) on June 21 asked the Minister of Transport whether it was under regulations made under section 98 of the Transport Act that the interest on the Southern Railway Savings Bank deposits had been reduced from 4 to 3½ per cent.

Mr. Alfred Barnes wrote in reply: No, Sir.

Railway Pension Schemes

Brigadier R. Rayner (Totnes—C.) on July 5 asked the Minister of Transport whether he proposed to issue regulations under section 98 of the Transport Act revoking the contributory superannuation scheme of the employees of the Great Western Railway section of British Railways and the staff widows and orphans scheme, in view of the men's liability to contribute to national insurance.

Mr. L. J. Callaghan: No, Sir. The Minister of Transport does not propose to consider whether regulations to modify existing railway pension schemes are required, until he hears the result of consultations which have been initiated by the British Transport Commission.

Conversion of Locomotives from Coal to Oil

Mr. L. D. Gammans (Hornsey—C.) on July 5 asked the Minister of Transport if the decision to abandon the conversion of certain railway locomotives from coal to oil, which had resulted in a loss of £3,000,000, had been made before or after the railways were nationalised; and who bore the loss.

Mr. L. J. Callaghan (Parliamentary Secretary, Ministry of Transport): The decision to halt the conversion of further locomotives after 93 had been dealt with, was taken before the railways vested in the British Transport Commission. The cost of the scheme has been borne mainly by the Government, but it is too early to say what part of the expenditure may result in a loss.

Mr. Gammans: When the Parliamentary Secretary says the cost will be borne by the Government, am I to understand that that is another way of saying that the cost will be borne by the taxpayer?

Mr. Callaghan: The cost is borne on the Railway Control Commission account.

Children Electrocuted on Railways

Colonel R. S. Clarke (East Grinstead—C.) on July 12 asked the Minister of Transport how many children had been electrocuted on the railways in Kent, Surrey, and Sussex during the last five years.

Mr. Alfred Barnes replied: 13, 6, 18, 7 and 5, respectively, for the years 1943 to 1947. No fatalities to children have been reported during the first half of 1948.

Colonel Clarke: Does not the Minister find these figures rather disturbing? Is it possible to put up some sort of fencing along these electrified tracks through which children cannot creep, and thus prevent them from getting on to the track?

Mr. Barnes: The figures are very disturbing, but I am gratified to notice that there is a steady decline. The problem of fencing miles of electrified track is very difficult. It is also very difficult to prevent youngsters from climbing the fences.

Lt.-Commander J. A. Langford-Holt (Shrewsbury—C.): Is compensation payable in these cases and, if so, by whom?

Mr. Barnes: I could not say without notice.

London Transport and Lost Property

Major J. A. Boyd-Carpenter (Kingston-on-Thames—C.) on June 21 asked the Minister of Transport if any regulations made by him authorised the London Transport Executive to claim 10 per cent. of the value of property lost by passengers on the system as a condition of restitution of the said property to its owner.

Mr. Alfrerd Barnes in a written answer stated: Yes, Sir; under regulations made by the Minister of Transport in 1933 this charge is payable on articles worth £1 or more, and the proceeds go to a general fund for the benefit of London Transport staff.

London Bus Fares

Mr. William S. Shepherd (Bucklow—C.) on June 7 asked the Minister of Transport if he was aware of the high cost of bus fares charged by the London Transport Executive compared with other parts of the country; if, in view of the importance of cheap transport, he would call for a report as to the reasons for this; and what general directions he had issued to the Transport Commission on the policy of lowering fares.

Mr. Alfred Barnes: In view of the responsibilities of the British Transport Commission under the Transport Act in regard to charges schemes, I have not issued any directions to them on this subject, and I do not propose to ask for a report. The present level of London bus fares was authorised with effect from February 9, 1947, after consultation with the Charges Consultative Committee, which had held a public inquiry. The average fare in London is only slightly over one penny a mile.

Mr. Shepherd: Is the Minister telling the House that he is satisfied with the present high level of fares in London; and could he also tell the House that he believes that public ownership is proving advantageous from what is happening here?

Mr. Barnes: Transport fares generally are below the average increase in the level of prices, and, as I have indicated in my reply, this was the subject of an exhaustive public inquiry, to which all users and consumer bodies presented their evidence. It was on the decision of that inquiry that I based these charges.

Mr. Eric Fletcher (Islington East—Lab.): May we take it from the Minister's reply that it is no part of his policy that bus fares in London should be higher than in other parts of the country?

Mr. Barnes: I do not think my policy comes into the matter at all. In the provincial areas, it is the licensing authority which examines the evidence and the balance sheets of the bodies, and from these figures it is decided whether an increase should be made or not.

Squadron-Leader E. L. Fleming (Manchester, Withington—C.): Has the Minister any authority to go beyond advising the Transport Commission as to increasing fares?

Mr. Barnes: As I have already indicated, the British Transport Commission in this respect is charged with the responsibility of preparing charges. The scheme, when it is prepared, will go before the Transport Tribunal and every facility for public opinion to voice its views will then be prepared.

Mr. Godfrey Nicholson (Farnham—C.): Is the Minister telling the House that in London there is a different system of determining fares from that in the provinces, and that, outside London, this matter is decided on the balance sheets and accounts, and, in London, on a different basis altogether?

Mr. Barnes: That is what I was indicating in regard to the connection with this question, but the London Transport Executive was part of the controlled undertaking during the war and took over part of the responsibility from the Minister, and the latest increase was determined under that procedure. With the passing of the Transport Act, it becomes the responsibility of the British Transport Commission to prepare any revision of charges.

Mrs. Leah Manning (Epping—Lab.): In view of the desire of the Chancellor of the Exchequer that prices should be frozen, and since these prices enter very largely into the budgets of the workers, will the Minister advise the Transport Commission that it should not raise its prices any further?

Mr. Barnes: Mrs. Manning entirely misunderstands the position. We are not discussing possible price increases; we are discussing an increase which was made in February last year.

Iron and Steel Subsidy

Mr. Elwyn Jones (West Ham, Plaistow—Lab.) on June 28 asked the Minister of Supply to what extent the Exchequer subsidy to the iron and steel industry was reduced by the Control of Iron & Steel (No. 64) Order; and how much Exchequer subsidy was still being paid in respect of iron and steel.

Mr. George Strauss (Minister of Supply) in a written answer stated: By this Order the industry will itself bear £2,250,000 of the former subsidy. The subsidy will now be about £22,000,000 a year, of which £9,000,000 is in respect of imports of iron and steel.

London Dock Strike

Squadron-Leader P. W. Donner (Basingstoke—C.) on June 28 asked the Minister of Transport if he would state the total tonnage and the number of ships affected by the London dock strike; and the total loss in pounds sterling to the United Kingdom, calculated on the average earning power per annum of each ship, caused by the delays due to the strike.

Mr. Alfred Barnes in a written answer stated: During the period from the beginning of the strike up to June 24, 229 ships of an aggregate gross tonnage of 808,081 have been affected. These ships have been delayed for varying periods ranging from one to ten days. For various reasons, including variation in size and type of ships and in the trades in which they are engaged, it is not practicable to give an accurate figure of the loss, but, up to last Thursday, it was of the order of £400,000.

Kenya & Uganda Railways

Mr. J. Rankin (Glasgow, Tradeston—Lab.) on June 30 asked the Secretary of State for the Colonies whether he would now publish the report dealing with the factors affecting the efficiency of African labour employed on the Kenya & Uganda Railways.

Mr. D. R. Rees-Williams (Parliamentary Under-Secretary of State for the Colonies), in a written answer, stated: It is my intention that this report should be published as soon as the final draft is completed.

British Transport Commission Statistics

Summary of the principal statistics for the four-week period ended May 16

In summarising the statistics contained in No. 5 of the series of bulletins published by the British Transport Commission,* we have substituted for the table of wagon miles, which appeared in the reviews of the four previous issues, two tables dealing with the important subjects of freight-train speed and locomotive coal-consumption. Table (E) shows that freight-train speed improved in every region during the four weeks to May 16; the North Eastern and Scottish Regions had average speeds of over 10 m.p.h. From Table (F) it will be seen that all regions reduced the consumption of coal per engine mile, although the figure of 61·55 lb. for the whole system was still on the high side.

As we have pointed out repeatedly, the increases in traffic receipts do not reflect correctly the economic position of British Railways. During the month of April, passenger journeys originating—apart from season ticket travel—decreased by 8 per cent. Freight tonnage originating in the May period increased by 1·58 per cent., but that was due to heavy forwardings of minerals and coal; high-class merchandise was down 8·3 per cent. Net ton-miles were 4·62 lower, with the result that the average length of haul was nearly 5 miles less than in 1947.

The locomotive position was strengthened in the May period and some 440 additional coaching vehicles were made available. Wagons were condemned freely and the serviceable stock was 2,300 below the number available at the end of the April period.

* British Transport Commission Transport Statistics, 1948, Series No. 5 Period to May 16. London: British Transport Commission. Price 1s.

London Transport increased its passenger carryings by nearly 7 per cent. on 1947 and by 2 per cent. above the April period of this year. The continuous growth of passenger movement in the London Transport area seems likely to be one of the most remarkable developments of 1948 and, no doubt, accounts for the addition of 1,191 people to London Transport staff in May, making a total increase in staff of 3,259 since January 1 and bringing the number of employees to over 100,000. The staff of British Railways increased at the rate of over 1,000 a week, in May; the total increase to May 16 was 19,453.

ESTIMATED RAILWAY DEFICITS IN CEYLON.—A Reuters report from Colombo on the Ceylon budget states that a deficit on railway operations of just over Rs. 19 million is estimated for 1947-48, revenue being Rs. 55 million and expenditure Rs. 74,090,000. For the current year a deficit of Rs. 15 million is estimated.

1. BRITISH TRANSPORT COMMISSION TRAFFIC RECEIPTS

—	Four weeks to May 16		Inc. or dec.	Aggregate to May 16		Inc. or dec.
	1948	1947		1948	1947	
	£000	£000	£000	£000	£000	£000
British Railways (receipts from railway working)—						
Passengers	9,456	7,974	+ 1,482	41,793	36,905	+ 4,888
Parcels, etc., by passenger train ...	2,240	1,967	+ 273	10,754	9,409	+ 1,345
Merchandise (other than Classes 1-6) and livestock	6,563	6,284	+ 279	34,274	26,365	+ 7,909
Minerals & merchandise (Classes 1-6) ...	2,285	1,785	+ 500	11,130	7,271	+ 3,859
Coal & coke	5,052	4,533	+ 519	25,881	20,578	+ 5,303
	25,596	22,543	+ 3,053	123,832	100,528	+ 23,304
London Transport—						
Railways	1,129	1,039	+ 90	5,598	4,960	+ 638
Buses & coaches	2,526	2,342	+ 184	11,885	10,252	+ 1,633
Trolleybuses & trams	898	860	+ 38	4,292	3,783	+ 509
	4,553	4,241	+ 312	21,775	18,995	+ 2,780
Inland Waterways—						
Tolls	56	49	+ 7	272	194	+ 78
Freight charges, etc.	72	69	+ 3	370	309	+ 61
	128	118	+ 10	642	503	+ 139
Total	30,277	26,902	+ 3,375	146,249	120,026	+ 26,223

2. BRITISH RAILWAYS

(A) Passenger Journeys Originating

—	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.
Full fares	1,480,586 (−16·62)	900,828 (−17·92)	2,036,362 (−8·18)	881,974 (+21·70)	174,682 (−32·04)	372,613 (−12·14)	5,847,045 (−10·00)
Monthly return	6,800,600 (−18·85)	2,266,636 (−24·57)	8,302,297 (−5·65)	2,025,600 (−25·75)	685,876 (−26·22)	1,292,442 (−18·41)	21,373,451 (−15·94)
Excursion, weekend, cheap-day, etc.	931,812 (+7·11)	560,178 (+14·61)	919,447 (+6·22)	283,914 (+21·99)	226,356 (−22·66)	342,817 (+111·81)	3,264,524 (+12·12)
Workmen	7,625,548 (+5·57)	1,998,611 (+1·58)	6,520,298 (+12·36)	1,960,848 (−0·61)	981,305 (−5·69)	989,240 (−5·07)	20,075,850 (+5·39)
Other descriptions... ...	1,356,896 (−23·86)	913,811 (−21·93)	1,511,163 (−21·33)	662,695 (−17·80)	351,736 (−28·68)	396,308 (−30·04)	5,192,609 (−22·95)
Total, excluding season tickets	18,195,442 (−9·16)	6,640,064 (−14·09)	19,289,567 (−1·62)	5,815,031 (−10·05)	2,419,955 (−19·68)	3,393,420 (−10·19)	55,753,479 (−8·03)
Season tickets (all descriptions)	7,538,856 (−10·01)	4,360,360 (+0·97)	14,259,294 (+13·09)	3,308,550 (−14·52)	870,800 (−16·22)	1,827,120 (−19·96)	32,164,980 (−1·02)
Total, including season tickets	25,734,298 (−9·41)	11,000,424 (−8·69)	33,548,861 (+4·14)	9,123,581 (−11·72)	3,290,755 (−18·79)	5,220,540 (−13·87)	87,918,459 (−5·59)

(B) Freight Tonnage Originating

—	Region												Total	
	London Midland		Western		Southern		Eastern		North Eastern		Scottish			
	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.
Merchandise (excluding Classes 1-6) & livestock...	1,325,200	(−7·40)	794,503	(−5·67)	297,143	(+0·96)	499,200	(−17·53)	573,500	(−7·17)	641,384	(−10·20)	4,130,930	(−8·30)
Minerals & Merchandise (Classes 1-6)	1,660,900	(+3·00)	673,288	(−22·84)	127,552	(−0·09)	719,300	(+0·22)	814,200	(+6·25)	630,525	(+24·24)	4,625,765	(+8·08)
Coal & Coke	4,413,800	(−1·59)	1,947,666	(+3·06)	275,764	(+13·68)	2,010,500	(+2·36)	2,388,400	(+11·32)	1,531,119	(+3·43)	12,567,249	(+2·95)
Total, all classes of traffic ...	7,399,900	(−1·71)	3,415,457	(+4·13)	700,459	(+5·40)	3,229,000	(−1·77)	3,776,100	(+6·98)	2,803,028	(+3·74)	21,323,944	(+1·58)

(C) Net Ton Miles

—	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.
Merchandise (excluding Classes 1-6) & livestock	182,468,418 (−9·65)	106,059,127 (−5·11)	25,000,102 (−6·77)	70,733,550 (−11·65)	50,554,446 (−11·08)	88,152,213 (−8·17)	522,967,856 (−8·81)
Minerals & merchandise (Classes 1-6)	133,677,773 (+5·11)	69,760,498 (+15·59)	14,987,376 (+0·40)	91,081,660 (−3·82)	32,588,428 (+0·49)	41,642,162 (+1·63)	383,737,897 (+3·56)
Coal & coke	280,848,729 (−5·34)	127,901,888 (−12·23)	24,064,880 (−21·01)	170,219,976 (−4·30)	68,596,842 (+8·31)	63,349,050 (+0·36)	734,981,365 (−5·43)
Total, all classes of traffic...	596,994,920 (−4·61)	303,721,513 (−4·44)	64,052,358 (−11·30)	332,035,186 (−5·84)	151,739,716 (−0·58)	193,143,425 (−3·47)	1,641,687,118 (−4·62)

(D) Train Miles

—	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	+ or − over 1947 Per cent.	+ or − over 1947 Per cent	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.	+ or − over 1947 Per cent.
Coaching train miles—							
Loaded	4,395,294 (−0·21)	2,659,305 (+1·35)	3,959,557 (−1·48)	2,366,279 (+3·85)	1,033,896 (−1·80)	1,713,248 (—)	16,127,579 (+0·22)
Empty	150,029 (+8·24)	126,113 (+1·80)	102,695 (−1·62)	93,993 (+24·04)	47,778 (+9·07)	60,675 (−0·18)	581,283 (+6·22)
Total loaded & empty ...	4,545,323 (+0·04)	2,785,418 (+1·37)	4,062,252 (−1·48)	2,460,272 (+4·50)	1,081,674 (−1·36)	1,773,923 (−0·01)	16,708,862 (+0·41)
Freight train miles—							
Loaded	3,019,511 (−1·25)	1,638,522 (+0·62)	533 665 (−4·68)	1,629,837 (−1·64)	910,802 (−1·96)	1,417,724 (−4·96)	9,150,061 (−1·86)
Empty	518,632 (−4·03)	201,652 (+2·69)	11,561 (−4·09)	318,856 (−5·79)	204,540 (+14·40)	205,207 (+7·54)	1,460,448 (+0·24)
Total loaded & empty ...	3,538,143 (−1·67)	1,840,174 (+0·85)	545,226 (−4·67)	1,948,693 (−2·35)	1,115,342 (+0·68)	1,622,931 (−3·54)	10,610,509 (−1·58)
Total coaching & freight train miles—							
Loaded	7,414,805 (−0·64)	4,297,827 (+1·07)	4,493,222 (−1·87)	3,996,116 (+1·54)	1,944,698 (−1·87)	3,130,972 (−2·31)	25,277,640 (−0·55)
Empty	668,661 (−1·52)	327,765 (+2·35)	114,256 (−1·88)	412,849 (−0·33)	252,318 (+13·35)	265,882 (+5·67)	2,041,731 (+1·88)
Total loaded & empty ...	8,083,466 (−0·71)	4,625,592 (+1·16)	4,607,478 (−1·87)	4,408,965 (+1·36)	2,197,016 (−0·34)	3,396,854 (−1·73)	27,319,371 (−0·37)

(E) Freight Train Miles per Train Hour

Region												Total	
London Midland		Western		Southern		Eastern		North Eastern		Scottish			
1948	1947	1948	1947	1948	1947	1948	1947	1948	1947	1948	1947	1948	1947
7·40	6·50	9·59	8·30	9·02	8·73	8·28	7·56	10·39	9·51	10·10	9·60	8·60	7·73

(F) Locomotive Coal Consumption

—	Region												Total	
	London Midland		Western		Southern		Eastern		North Eastern		Scottish			
	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.	Tons	+ or − over 1947 Per cent.
Tonnage consumed ...	339,975	(−7·99)	157,618	(−5·43)	68,736	(−7·96)	192,753	(−6·55)	88,897	(−4·95)	165,929	(−8·53)	1,013,908	(−7·16)
Lb. per engine mile ...	64·28	(−6·57)	50·09	(−5·86)	52·81	(−2·28)	64·76	(−6·46)	62·55	(−3·25)	70·98	(−6·38)	61·55	(−5·86)

(G) Rolling Stock Position

	Operating stock	Number under repair	Serviceable stock	Serviceable stock in 1947
Locomotives ...	20,197	3,907	16,290	15,764
Coaching vehicles	55,331	5,898	49,433	47,857
Freight wagons ...	1,199,525	131,282	1,068,243	1,084,297

3. INLAND WATERWAYS

Tonnage of traffic and ton-miles

	Tonnage	+ or − over 1947 per cent.	Ton-miles	+ or − over 1947 per cent.
General merchandise	264,041	+2·29	6,225,166	−3·89
Liquids in bulk ...	139,531	+5·85	3,718,763	+6·68
Coal, coke, patent fuel and peat ...	393,875	+5·39	6,601,299	+4·75
Total (all classes of traffic)	797,447	+4·42	16,545,228	+1·72

4. LONDON TRANSPORT

(A) Passenger Journeys Originating

	Number	+ or − over 1947 per cent.
Railways	50,453,913	(+5·21)
Buses & coaches ...	219,385,843	(+7·65)
Trams & Trolleybuses ...	96,950,000	(+5·43)
Total	366,789,756	(+6·71)

(B) Rail and Road Car Miles

	Miles	+ or − over 1947 per cent.
Railways	17,268,120	(+8·82)
Buses & coaches ...	23,828,809	(+3·04)
Trams & trolleybuses... ...	8,731,987	(+2·47)
Total	49,828,916	(+4·87)

(C) Rolling Stock Position

	Operating stock	Number under repair	Serviceable stock	Serviceable stock in 1947
Railway vehicles ...	3,946	402	3,473	3,287
Buses & coaches ...	7,326	1,082	6,244	5,960
Trams & trolleybuses	2,614	263	2,351	2,328

5. STAFF

	Total staff employed	British Railways	London Transport	Inland Waterways
Salaried (Administrative, Technical & Clerical) ...	121,988	110,481	10,739	652
Operating ...	402,946	343,851	57,489	1,606
Maintenance ...	244,077	213,950	28,235	1,892
Other	33,888	30,126	3,751	—
Total ...	802,899	698,408	100,214	4,150

Notes and News

Institution of Railway Signal Engineers.—The annual dinner and dance of the Institution of Railway Signal Engineers will be held on October 29 next.

Liverpool Overhead Traffics.—Aggregate receipts for the period from January 1 to June 27 were £71,298, a decrease of £16. There was a decline of £157 in the week ended June 27, when receipts totalled £2,829.

Structural Draughtsmen and Steelwork Surveyors Required.—Structural draughtsmen and steelwork surveyors are required by regional headquarters, British Railways (London Office). See Official Notices on page 115.

East Indian Railway Company.—A meeting of the annuitants of all classes of the East Indian Railway Company (the 101st annual general meeting of the company) will be held at the company's offices, 73-76, King William Street, London, E.C.4, on July 28, at 2 p.m.

London Transport Executive.—A general technical assistant is required by the London Transport Executive. Candidates should have a good general engineering knowledge covering, if possible, at least two of the following branches:—Civil engineering, mechanical engineering, and/or electrical engineering. See Official Notices on page 115.

Draughtsman (Civil Engineering) Required.—A draughtsman (civil engineering) is required by the Nigerian Government Railway. Candidates must have had at least five years experience in the drawing office of a civil engineering railway department, or consulting engineers or contractors, with practice in railway work. See Official Notices on page 115.

Hotels Executive.—Pursuant to section 5 of the Transport Act, 1947, the British Transport Commission has made, and the Minister of Transport has approved, a scheme delegating to the Hotels Executive certain of the functions of the Commission under the Act. Copies of the scheme may be obtained from the office of the Commission, 55, Broadway, Westminster, London, S.W.1, price 1s. each.

Maidstone & District Motor Services Limited.—Rolling stock shortages continued to be one of the major difficulties confronting Maidstone & District Motor Services Limited during the past year. Addressing the annual meeting recently, the Chairman, Mr. R. P. Beddow, said that they had received 42 new vehicles out of 115 which were due for delivery. In addition to this number, a further 217 vehicles were on order. Mr. Beddow described as "frankly absurd" the Government policy which reduced the total output of new public service vehicles for use in this country to a mere 4,000 per annum. This would be inadequate in normal times, and particularly so now, having regard to the relatively few new vehicles which could be obtained during the war years. Another difficulty lay in restrictions on building. They were short of garage accommodation at several depots, and while they had land for garage extensions, important building projects had been refused licences. Referring to the powers of the British Transport Commission to review bus services throughout the country in the light of their co-ordination with each other and with the railways, Mr. Beddow recalled the recent remark of a prominent member of the Government to the effect that there was no advantage in pursuing nationalisation if it could be demonstrated that other methods could be equally effective. The Chairman had no hesitation in declaring that the passenger road transport industry as at present administered and managed was far more effective than it could ever be under State ownership or control. The report and accounts were adopted unanimously and a resolution was passed converting the issued preference and ordinary share capital into stock.

Revival of Channel Tunnel Project Urged.—According to a Reuters report from Paris, a resolution was agreed to on July 9 at a meeting between three British M.Ps and members of both Houses of the French Parliament, urging that action should be taken by the British and French Governments to implement the Channel Tunnel project. It is proposed to table the resolutions simultaneously in the Parliaments of the two countries.

Railway Services for Glasgow Fair Holidays.—Approximately 102 long-distance special trains were run from Glasgow by the Scottish Region to holiday resorts and elsewhere during the Glasgow Fair holidays from July 15-17. Some of the destinations of the specials were Blackpool, Llandudno, London, Scarborough, Leeds, Sheffield, Fort William, Mallaig, Aberdeen, Oban, and Thurso. Augmented services were operated to Ayrshire, Dumfriesshire, Dumbartonshire, Fifeshire, and other Scottish east coast holiday resorts.

Olympic Games Services from Marylebone.—From July 29 to August 14 an intensive train service will operate every weekday between Marylebone Station and Wembley Stadium Station to convey passengers to and from the Olympic Games. The service is being arranged not only for the commencement and termination of the daily programme, but will be timed to give an adequate service to cover the start and finish of principal events. A description of the renovated Eastern Region station at Wembley Stadium appeared in our June 11 issue.

Equipment Required for Jamaica Railway.—According to a Reuter's report from Kingston, Jamaica, the Jamaican Government is asking the House of Representatives to vote £127,000 sterling for the purchase in Britain of rolling stock, spare parts, and oil storage equipment for the Jamaica Government Railway. A report on the operating losses which have been sustained on this system, and the recommendations for maintaining services on a reduced scale, with increasing use of railcars, was published in our issue of August 2, 1946.

Assam Railways & Trading Co. Ltd.—Trading profit for the year ended March 31, 1947, was £96,453, and the total profits available after providing for depreciation, taxation, and general charges, amounted to £31,991, compared with £41,881 in the previous year. Adding the balance of £26,365 brought in, the total available profit was £58,356, from which £30,000 has been allotted to reserve for development. It had been intended to pay a dividend of £13,860, less tax, on the "A" stock for the year to March 31 last, but a notice enclosed with the report states that the board has decided with much regret not to pay a dividend on the "A" stock in view of rising costs and the fact that the Government of India so far has found itself unable to sanction any increase in the controlled selling price of coal from the company's mines.

Midland Bank Dividend.—The directors of the Midland Bank Limited announce an interim dividend for the half-year ended June 30 last at the rate of 8 per cent. actual, less income tax, payable on July 15. The same rate of dividend was declared a year ago.

Scottish Express Derailed near London.—The locomotive and the first coach of the 7.50 p.m. express from Edinburgh to Kings Cross were derailed and overturned after emerging from Whetstone Tunnel early on July 17. The fireman was killed, and a passenger was detained in hospital.

Collision at Ardler Junction.—Two persons were killed and seven injured in a collision at Ardler Junction on July 17 between a local train from Dundee to Blairgowrie and the 3.30 p.m. Aberdeen to London express. The driver of the local train and one of the eight passengers injured died in hospital from their injuries. Both tracks of the main line from Perth to London were torn up for about 200 yd., and traffic was diverted *via* Dundee.

Valuation of Transport Securities.—After considering the arguments and evidence submitted at the hearing on July 6 bearing on applications by the British Transport Commission, pursuant to Section 17 (3) of the Transport Act, 1947, the Transport Arbitration Tribunal has issued orders, dated July 9, 1948, determining the values of the following securities specified in Part II of the Fourth Schedule to the Act:—

Name of body by which security was issued	Nature of security	Value per £100 nominal £ s. d.
The Sharpness Docks & Gloucester & Birmingham Navigation Company	5 per cent. cumulative preference stock "A"	94 10 0
	5½ per cent. preference stock "B"	79 10 0
	5 per cent. preference stock "C"	65 0 0
	Ordinary consolidated stock	30 0 0
The Company of Proprietors of the Calder & Hebble Navigation	Ordinary stock ...	32 0 0

Newbury Park Station.—The pre-war scheme for Newbury Park included the widening of Eastern Avenue, and as it entailed demolishing the existing station buildings, it was intended to replace them by a fine structure with a commodious bus station attached, and connected to a new public subway under Eastern Avenue. Whilst the general scheme for a widened road and a completely new station had to be left in abeyance, work is now well in hand on the construction of the permanent bus station. Until such time as the larger scheme can be developed, this will be linked to the existing station by a temporary ticket hall and new footbridge to the platforms. The bus station will be in two parts, an open forecourt with a 45-ft. wide carriageway and a 12-ft. wide footpath, and a covered section with a 36-ft. roadway and a 16-ft. footway. The latter will have direct access to the present temporary ticket hall and to the future new booking hall, and will be connected with such buildings as the permanent canteen for railway and bus staff, inspector's office, and staff lavatories. The covered portion will be of the hangar type, a unique design for a London Transport bus station, and will consist of a copper-covered reinforced concrete barrel vault, 30 ft. high and 150 ft. long, with an arched span of 60 ft.

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

DRAUGHTSMAN, with knowledge of Rolling Stock, required for firm in North Midlands.—Reply to Box 116, *The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

REGIONAL H.Q. British Railways (London Office) require:—

(*a*) Structural Draughtsmen for preparation of designs and detail drawings of Bridges; and

(*b*) Steelwork Surveyors for examination and assessment of existing Bridges.

Previous experience desirable but not essential. Good prospects of permanency for the right men. Salary about £350 to £550, according to age and experience. Applications stating age and details of technical education and experience to Box No. 125.

HEAVY Engineering and Allied General Stores. Experienced Stores Controller with excellent testimonials. Age 50, active, adaptable and enthusiastic, desires post, home or overseas, where qualifications have scope and will be appreciated. Commencing salary not primary consideration.—Box 124, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

Crown Agents for the Colonies

APPLICATIONS from qualified candidates are invited for the following post:—

DRAUGHTSMAN (Civil Engineering) required by Nigerian Government Railway for 18 to 24 months, with prospect of permanency. Commencing salary according to experience, in scale £600 to £970, including expatriation pay. Outfit allowance £60. Free passages. Candidates must have had at least five years experience in drawing office of a Civil Engineering Railway Department (or Consulting Engineers or Contractors with practice in railway work). Knowledge of design and construction details of civil engineering structures and railway trackwork is required, including ability to take off quantities, prepare estimates and draft general specifications. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/17417/3D on both letter and envelope.

THE "PAGET" LOCOMOTIVE. Hitherto unpublished details of Sir Cecil Paget's heroic experiment. Eight single-acting cylinders with rotary valves. An application of the principles of the Willans central-valve engine to the steam locomotive. By James Clayton, M.B.E., M.I.Mech.E. Reprinted from *The Railway Gazette*, November 2, 1945. *Price 2s. Post free 2s. 3d.*

LONDON TRANSPORT EXECUTIVE.—Applications are invited for a post as General Technical Assistant in the department of the Chief Technical Planning & Supplies Office. The duties of the post call for initiative and the ability to undertake investigations and to collate technical information. Applicants should possess good general engineering knowledge covering, if possible, at least two of the following branches:—Civil engineering Mechanical engineering, Electrical engineering. A University Degree in Engineering or an equivalent qualification would be an advantage. Commencing salary up to £470 p.a., according to age, experience, and qualifications.

The appointment is subject to a medical examination and after serving a satisfactory probationary period membership of a contributory superannuation fund is compulsory. Canvassing, either directly or indirectly, will disqualify.

Applications giving full details of age, education, experience and qualifications should be sent within 14 days of the appearance of this advertisement to the STAFF OFFICER (F/EV14), LONDON TRANSPORT EXECUTIVE, 55, Broadway, S.W.1.

THE WORK OF THE RAILWAY CLEARING HOUSE, 1842-1942. An account of the development and extent of the activities of this famous British railway institution. Paper. 9½ in. by 6 in. 24 pp. Illustrations. *2s. 6d. By post 2s. 8d.*

The open section of the bus station should be ready for bus traffic in August and it is the intention that all eastbound buses should use it. When Eastern Avenue is widened, the present temporary approach road will be altered and westbound buses also will use the bus station. Mr. Oliver Hill is the architect for the work, which is being carried out by Higgs & Hill Limited.

Canadian Railway Strike Averted.—The strike of Canadian railwaymen which had been called for July 15 (see our July 9 issue) was called off on July 14, when the unions agreed to a wage increase of 17 cents an hour. Their demand had been for a 35-cent increase, and they had previously rejected an offer of 7 cents an hour made by the Conciliation Board.

Export Licensing Branch Change of Address.—As from August 3 that section of the Board of Trade Export Licensing Branch operating from 4, Fenchurch Avenue, will be removed to Regis House, King William Street, London, E.C.4 (telephone: Avenue 3111). The headquarters will remain as at present (Stafford House, King William Street, London, E.C.4—telephone: Mansion House 4555).

Western Region Bank Holiday Services.—British Railways, Western Region, plans to run 230 long-distance relief trains during the August Bank Holiday weekend from Friday, July 30, to Tuesday, August 3. Cheap-day tickets at single fare for the return journey will be issued from numerous stations throughout the Region on the bank holiday, and from Paddington cheap day fares will be available to some thirty stations in the Thames Valley and Chiltern country. The daily arrangements include the running of twenty-one relief trains from Paddington to the West of England, South Wales, the Midlands, and the North on July 30, when also a special train for Newport, Cardiff, Bridgend, Port Talbot, Neath, and Swansea will start from Ealing Broadway at 5.25 p.m. and call at Southall, Hayes, West Drayton, Slough, Reading, and Didcot. On Saturday, July 31, ten main-line relief trains will run from Paddington, in addition to the usual Saturday augmented service, and some business and workmen's trains will be cancelled. There will be a few alterations to the Sunday service and some cancellations on August 1, and on Bank Holiday Monday twenty-six relief trains are to run to Paddington from the West of England, South Wales, the Midlands, and the North for returning holidaymakers; some morning workmen's and long-distance trains will be cancelled. The steamer service between Weymouth and the Channel Islands, and Fishguard and Southern Ireland, will be normal. Sailing tickets will be required for sailings between Weymouth and the Channel Islands on Friday and Saturday and all sailings between Fishguard and Waterford and Rosslare.

Oxygen in Industry.—The British Oxygen Co. Ltd. gave a special showing of its new colour film "Oxygen in Industry," at the Sales Technical Service Department, Cricklewood, on July 15. With the aid of a commentary, the film demonstrates the various applications of the oxy-acetylene flame in modern industry, and is intended rather as a general interest film than for technical instruction. In this, as well as in presentation, the film is most successful, and it covers such aspects as welding and brazing, underwater cutting, and flame-conditioning steel ingots, blooms and billets for the removal of surface defects.

Fares Increases for Eastern U.S. Railways.—Reuters reported from Washington on July 9 the granting of passenger fare increases averaging 17 per cent. to the Eastern railways of the United States by the Interstate Commerce Commission. The increases apply to all railways doing passenger business north of the Ohio and Potomac rivers, and east of Chicago. They are additional to the general 10 per cent. increase granted throughout the country by the commission last year. The railways had requested an advance of 20 per cent. in basic coach fares and 14·3 per cent. for sleeping and parlour car.

Southdown Motor Services Limited.—The report and accounts for the year ended March 31, 1948, show traffic receipts and other revenue of £2,643,172, compared with £2,250,376 in the preceding year. With the addition of dividends and interest from associated companies, and bank and other interest, the total of the profit and loss account is £2,661,373, as against £2,271,259. After meeting expenses, there is a profit of £675,540, compared with £289,397 in the previous year, while the addition of £114,296 brought in makes a total of £789,836. The directors have transferred £550,000 to general reserve, leaving an available balance of £239,836. The directors recommend a dividend of 20 per cent. for the year, less income tax at 9s. in the pound (on account of which 10 per cent. has been paid already); and a bonus of 5 per cent., less tax, leaving £136,711 to carry forward.

Eastern and N.E. Region Bank Holiday Trains.—August Bank Holiday main-line services on the Eastern and North Eastern Regions of British Railways are to be augmented by numerous relief trains from Kings Cross, Liverpool Street, and Marylebone. Restaurant car and buffet car facilities will be maintained fully, but during the period July 23 to August 8 the seat reservation facility will be withdrawn from certain services leaving Liverpool Street and Kings Cross. The "Yorkshire Pullman" and "Queen of Scots" Pullman will not run on Monday, August 2. For the first time since the war, there will be a through service between North Woolwich and Chingford on Bank Holiday Monday. On August 2, there also will be augmentation of the local services in general, which serve Epping Forest stations and the Lea Valley, and cheap-fare facilities will be available from London to these stations.

L.M.R. Music Hall.—A music hall show organised by the London Midland Region staff news magazine *Carry On*, in aid of the Railway Servants' Orphanage, Derby, was well received by an enthusiastic audience at the St. Pancras town hall theatre on July 19. The show was produced by Mr. Jack Ody and a variety of entertainers from the London Midland Region was assisted by Messrs. Street and Morrison from Paddington. Two youthful members of the cast, Miss Jean Howell, the daughter of a Chaddesden Goods guard, and Mr. Den Purchase, son of a St. Pancras goods guard, gave notable performances, in a show which included distinguished entertainment by Messrs. Johnny Leach and Wally Hull, table tennis champions, Marsden Starky of the Chief Operating Manager's office, Derby, Albert Warby, the magician, and Watkin Gutteridge with his harmonicas.

Race Traffic in the Scottish Region.—In connection with the Hamilton races, the Scottish Region ran special trains to Hamilton (West), which left Glasgow Central (Low Level) at 12.50 and 1.25 p.m. on July 16. The 12.50 p.m. train, which started from Possil at 12.30, and called *en route* at Maryhill, Partick West and Central, Glasgow Cross, Bridgeton Cross, Rutherglen, Cambuslang, and Newton.

The return times from Hamilton West were 5.18 and 5.30 p.m. On Saturday, July 17, similar trains were run, though, on the outward journey, they left approximately 15 min. earlier. Special trains also were run direct from Coatbridge, Edinburgh (Princes Street), West Calder, Shotts, Holytown, and Motherwell on July 16 and 17. For the Ayr races on Monday, July 19 and Tuesday, July 20, five race specials were run from Glasgow on both days. The trains left St. Enoch Station at 11, 11.20, 11.40 a.m., 12 noon, and 12.10 p.m., and returned from Ayr at 4.58, 5.15, 5.26, 5.38, and 6.5 p.m. From Paisley, Gilmour Street, race specials for Ayr left at 11.36 a.m., 12.16, and 12.25 p.m., and from Johnstone at 12.3 p.m.

Salvage of Paper by Industry.—Many firms which have had salvage collection schemes running for a long time have doubled their efforts in recent weeks. Frequently these efforts have shown considerable ingenuity by the management and great keenness among the employees. During a period of three months one Southall firm of food manufacturers and canners has collected nearly 17 tons of paper waste as the result of a contest open to all employees. Teams, 31 in all, were formed from a personnel of 450, and prizes were awarded for the largest quantity of paper collected over this period, with the stipulation that all salvage must be obtained outside the factory and have nothing to do with the firm. Weekly charts, showing the relative positions of the teams, added zest to the game, and so keen was the rivalry between the teams that all kinds of boxes and even wheelbarrows and prams were used by the competitors for bringing in their spoils. The winning team actually brought in more than 3 tons 12 cwt.

London Transport Films.—The premier showing was given at the Odeon Cinema, Leicester Square, on Wednesday, of two films depicting the activities of London Transport. The first of these was entitled "Seven More Stations." and this film is the first production of the Film Section of London Transport. It is primarily a simple record of a noteworthy event in London Transport's recent history, namely, the opening of the extension of the Central Line from Leytonstone to Woodford and Newbury Park on December 17, 1947, and as such is a tribute to British engineering skill and craftsmanship. The film will be shown to the 100,000 employees of London Transport and will be included in the programme of films available to clubs and societies through the London Transport mobile film projection unit. The other film, called "Moving Millions," was produced by the Crown Film Unit, working to the instructions of the Central Office of Information, primarily on behalf of the Foreign Office. The intention of the film is to convey to other countries as well as to British audiences some of the problems involved in the transport of London's millions and the way in which London Transport faces these problems. The film will be shown in ordinary cinemas to the British public, and special versions in foreign languages will be distributed through the C.O.I. Later, the London Transport library will include 16-mm. copies for showing to clubs and societies.

Forthcoming Meetings

July 24 (*Sat.*).—British Railways, Southern Region, Lecture & Debating Society, visit to Electrical Control Room, Three Bridges.

Railway Stock Market

Turnover in stock markets has contracted still further owing to international uncertainties, and prices in all sections have been sensitive to very moderate selling. Gilt-edged also were dominated by the general trend. British Transport 3 per cent. (1978-88) receded to 96½, and the 3 per cent. (1968-73) to 99¾, the latter continuing to move closely with 3 per cent. Electricity stock. There has been little evidence of selling industrials with a view to reinvesting in British Funds, but this may be expected should the international position become even more confused.

At the present time industrial shares have fallen to levels which offer attractive yields in most cases, assuming that it is possible to maintain dividends. It is apparent that owing to rising costs of plant and equipment, and also higher prices for imported raw materials, many companies are faced with reduced profit margins and little scope for offsetting this by increased turnover unless considerable progress can be made in export markets. These factors explain in part the uncertainty now prevailing in markets. Nevertheless, it should not be overlooked that in the case of most leading industrial companies there would have to be a heavy fall in profits to necessitate lower dividends. In the year following the war most companies have followed the prudent course of distributing only a moderate proportion of their profits, and consequently their dividends have been earned with a substantial margin.

The market was pleased that the long-awaited terms of the big Imperial Chemical issue have now been announced. This will bring in for the company over £20,000,000, and incidentally the directors express confidence in its ability to maintain the dividend at 10 per cent. on the larger capital, despite rising costs of plant and raw materials, and the Government request to lower prices.

In foreign rails, Brazilian stocks again proved sensitive to moderate buying and selling and moved erratically. The market believes that the British Government is watching matters, and might intervene if necessary to ensure fair compensation treatment for British-owned railway and utility concerns in the matter of take-over developments. Leopoldina, however, eased to 9¼, the preference stock to 29, and the debentures to 59½, while Leopoldina Terminal debentures were 58. Great Western of Brazil shares also reacted after an earlier gain, being 77s. after 82s.; and San Paulo stock was 157.

Elsewhere, Uruguay stocks fell sharply on a little selling, although later, Central Uruguay showed a small recovery to 8½ and the second debentures were 76½. In other directions, Antofagasta eased to 10 and the preference stock to 61. United of Havana (1906) debentures were 15. Elsewhere, Manila Railway "A" debentures fell to 90 and the preference shares were 9s. Beira Railway bearer shares were 50s. Canadian Pacifics at 23 have reflected the general trend in dollar stocks, but were also affected by the fear that the wage increases may mean the prospect of a "cut" in the dividend.

Iron and steel shares receded with the ruling trend of markets, and were unaffected by the growing view that, in any event, nationalisation cannot be effected before 1950. Meanwhile yields are attractive and there is every reason to expect dividends to be maintained, particularly with the record upward trend in iron and steel production. At the time of writing, United Steel have declined to 27s. 6d., Dorman Long to 29s. 1½d., Colvilles to 33s., and T. W. Ward to 57s.; while Babcock & Wilcox were 64s. Following the news that the new shares are to be offered to shareholders at 50s., Ruston & Hornsby old shares were fairly steady at 53s. Vulcan Foundry have changed hands at 28s., North British Locomotive 5 per cent. preference shares at 24s. 4½d., and Beyer, Peacock ordinary at 21s. 6d.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week: Total this year	Traffics for week: Inc. or dec. compared with 1946/47	No. of week	Aggregate traffics to date: Total 1947/8	Aggregate traffics to date: Increase or decrease
South & Central America	Antofagasta ...	834	11.7.48	£ 55,300	+ £ 10,900	27	£ 1,450,520	+ £ 339,310
	Bolivar ...	174	June, 1948	$43,616	− $66,369	26	$442,327	− $232,536
	Brazil ...	—	—	—	—	—	—	—
	Cent. Uruguay	970	10.7.48	32,716	− 3,933	2	47,170	− 19,603
	Costa Rica ...	262	May., 1948	38,913	+ 2,930	48	349,643	+ 26,895
	Dorada ...	70	Mar., 1948	19,700	− 9,500	13	59,500	− 30,000
	G.W. of Brazil	1,030	10.7.48	23,000	− 3,600	27	924,200	+ 20,600
	Inter. Ctl. Amer.	794	May., 1948	$1,184,569	+ $34,136	22	$5,997,252	+ $96,473
	La Guaira ...	22½	June., 1948	$116,312	+ $4,691	26	$640,293	− $44,089
	Leopoldina ...	1,918	10.7.48	63,812	− 4,545	27	1,446,029	− 337,308
	Midland Uruguay	319	May, 1948	22,020	+ 3,724	48	208,409	+ 21,309
	Nitrate ...	382	15.6.48	10,146	− 1,754	28	157,171	+ 30,971
	N.W. of Uruguay	113	May, 1948	5,699	− 1,561	48	60,982	− 2,197
	Paraguay Cent.	274	2.7.48	$94,410	+ $38,004	52	$31,176*	+ $3,181
	Peru Corp.	1,059	May., 1948	180,761	+ 22,005	48	1,907,324	+ 230,353
	Salvador ...	100	Apr., 1948	c175,000	+ c30,000	43	c1,796,600	+ c313,600
	San Paulo ...	153½	—	—	—	—	—	—
	Taltal ...	156	June, 1948	8,770	+ 2,565	52	97,790	+ 46,870
	United of Havana	1,301	10.6.48	39,631	− 29,097	2	56,395	− 54,542
	Uruguay Northern	73	May, 1948	1,850	− 1,615	48	13,995	− 2,231
Canada	Canadian National ...	23,535	May, 1948	10,286,250	+ 647,750	22	47,189,000	+ 3,476,750
	Canadian Pacific ...	17,037	May, 1948	7,051,250	+ 360,000	22	33,321,000	+ 2,231,000
Various	Barsi Light† ...	202	June., 1948	22,830	− 5,535	13	80,707	+ 472
	Beira ...	204	Apr., 1948	105,518	+ 25,361	30	186,662	+ 192,556
	Egyptian Delta	607	10.6.48	17,843	+ 2,491	10	128,076	+ 12,351
	Gold Coast	536	May., 1948	233,674	+ 61,996	9	458,262	+ 122,632
	Manila	—	—	—	—	—	—	—
	Mid. of W. Australia	277	May., 1948	29,088	+ 8,428	48	268,433	+ 72,477
	Nigeria	1,900	Apr., 1948	492,253	+ 64,228	5	492,253	+ 64,228
	Rhodesia ...	2,445	Sept., 1947	643,980	+ 102,833	52	6,787,603	+ 612,938
	South African	13,323	19.6.48	1,289,468	+ 44,130	12	15,020,522	+ 909,310
	Victoria	4,774	Mar., 1948	1,466,914	+ 233,771	39	—	—

† Receipts are calculated @ 1s. 6d. to the rupee * Aggregate for 2 days